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The
ARTISTIC
GUIDE
TO
CHICAGO
AND THE
WORLD'S COLUMBIAN
EXPOSITION

Illustrated

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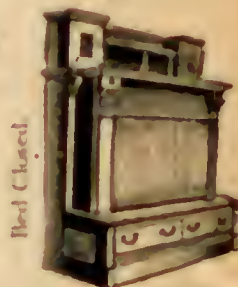
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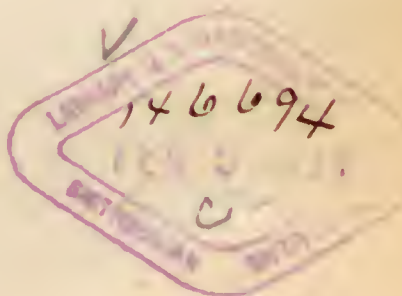
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ILLUSTRATED.

From ice-bound lands where weary stars
Look down on nights a half-year long;
From lands by old historic wars
Made rich in legend and in song:
From every country, every clime
Will come the peoples of the earth
To join the pageantry sublime
In honor of thy birth,
COLUMBIA!

✦ ✦ ✦ ✦



CHICAGO:
R. S. PEALE COMPANY.

1891.

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Preface.

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THE wonderful growth of Chicago, from a moorland traversed only by Indian trails in 1831, to a splendid metropolis with a million and a quarter of inhabitants in 1891, furnishes food for a story far beyond the possibilities of this small volume.

No more has been attempted here than to acquaint the reader with the principal events in the history of the city; to point out such places and things as would be most likely to awaken a lively interest in the mind of the visitor, and to give the general public at least a faint impression of what the World's Fair is to be.

Our information has been gathered from the most reliable sources. We have endeavored to present it in a clear, concise and interesting manner. Our aim is to furnish the public with a guide to the pleasant, the instructive and the amusing, and not to compile an encyclopedia of dry facts.

Additions and corrections to this volume will be made from time to time so that the reader may always find a pleasant companion and a helpful friend.

THE PUBLISHERS.



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CHICAGO, ♦ ♦ ♦

1779 TO 1812.

*Early Settlers—Building and Destruction of
Fort Dearborn—Massacre of the Garrison.*

EARLY in the spring of 1779, a fugitive San Domingoan slave named Baptiste Point de Sable found his way from the French settlements of Louisiana to the southwestern shores of Lake Michigan, built a rude cabin on the north bank of the Chicago River near its mouth and began in a small way to trade in furs with the French and Indians. For many years previous to his coming the French missionaries had made this point a camping ground on their travels back and forth in their explorations of the Mississippi country. Marquette, Joliet and other early missionaries, in their letters and records, often speak of the "Checagau River" and the "Portage of Chicago;" but there is no mention made anywhere of a permanent dwelling or fort in this vicinity. The treaty of General Anthony Wayne, signed at Greenville, Ohio, August, 1795. in which the Indians ceded to the United States "six miles square at the mouth of the Chicago River," further describes the locality as "the place where an old fort stood;" but the oldest Indians of that time had no recollection of such a building. If such a structure ever occupied this ground, it could have been nothing more than a temporary affair for the storing of provisions, and was never permanently occupied. It is therefore safe to say that Point de Sable's rude log hut was the first dwelling erected on the present site of Chicago, and that the refugee slave was its first permanent resident and land-holder.

He is described by one writer of that time as "a large, handsome, well-educated negro," and by another as "a negro trader, pretty wealthy, who drank freely and was much in the French interest." Previous to his settlement on the lake he had spent some time among the Peorias with a friendly countryman named Glamorgan, and was familiar with Indian traditions and customs. During his long residence at Chicago he was intimately associated with the Pottawatomies, and, it is said, aspired to become the head of the nation. This was no mean ambition; for the Pottawatomies were at that time a numerous and warlike people, rich in territory, great in council, and among the most intellectual and humane of all the savage tribes. It is more probable, however, that he was well content in the possession of untrameled freedom, and the prominence which came with the growth of his business. At least he lived quietly on in his narrow cabin until 1796, or for seventeen years, when, broken in health, he sold out his business and holdings to a Frenchman named Le Mai, and returned to Peoria, where he soon after died in the home of his friend Glamorgan.

Le Mai, his successor, was a shrewd, industrious Frenchman, with a keen desire for gold and an accommodating conscience. He considerably enlarged the business of De Sable and grew rapidly toward affluence. Other traders came to share his prosperity, other cabins sprung up about the mouth of the harbor; and when Le Mai, in 1803, disposed of his business and returned to the pleasures of civilization, there was quite a little settlement at "Checagau Portage," and the trading post at the mouth of the Chicago (or Onion) River was known all along the lakes.

The Revolutionary war, while it resulted in victory for the colonists, left them with many new and serious responsibilities, which they, in their reduced and enfeebled condition, were illy prepared to assume. One of the most difficult and important of these was the "Indian question"—which, like Banquo's ghost, occasionally rises to trouble and perplex their descendants to this day. The English still hoped to gain possession of the vast territory which the colonists had wrested from them, and as a means to this end kept among the savages many well-paid and skillful



OLD FORT DEARBORN.

emissaries, whose business it was to destroy the confidence which the Americans sought to awaken in the bosoms of their dusky neighbors. This was not a difficult task. The savages, ignorant and suspicious, were easily persuaded that the Americans meant to rob them of their lands and drive them out of the country. The rascally spirit of many of the government's trusted agents materially assisted the English to spread this belief among the more restless tribes that roamed along the borders of the great lakes. The purchase of Louisiana from the French, which was about to be consummated, would open a vast territory for settlement. But unless something was done to keep the hostile tribes in check, the hardiest pioneer would hesitate long before trusting the fate of his family or of himself to the mercies of so treacherous and pitiless a foe. And so the Government, in order to establish a wholesome respect for its power among the more savage tribes and at the same time cultivate more intimate relations with those disposed to be friendly, decided to build and garrison a fort somewhere on the southern shore of Lake Michigan. St. Joseph was first selected; but this, not meeting with the approval of some of the friendly tribes, Chicago Portage, which was situated in the six-miles square of territory lately ceded to the Government, was selected, and work on the fort began. The building was finished sometime in the fall of 1803, and called Fort Dearborn, after General Harry Dearborn, then Secretary of State, and garrisoned as follows:

One captain, one second lieutenant, one ensign, four sergeants, three corporals, four musicians, fifty-four privates and one surgeon's mate.

"The fort," says A. T. Andrews, in his "History of Early Chicago," "stood on the south side of the Chicago River, where the stream turned to enter the lake. It had two block-houses, one on the southwest corner, the other on the northwest. On the north side a subterranean passage led from the parade ground to the river, designed as a way of escape in case of emergency or for supplying the garrison with water in time of siege. The whole was inclosed by a strong palisade of wooden pickets. At the west of the fort and fronting north on the river was a two-story log building, covered with split oak siding. This was the United States

agency house. On the shores of the river, between the fort and the agency, were the root-houses, or cellars, of the garrison. The ground on the south side was inclosed and cultivated as a garden. Three pieces of light artillery comprised the commandment of the fort."

Captain John Whistler, the builder of Fort Dearborn, was its first commander, and during his stay of seven years the garrison enjoyed a season of unbroken peace. American settlers, with their families, took the place of the French traders with Indian wives, and Fort Dearborn began to assume the manners and adopt the customs of civilization. While the fort was in process of construction in 1803, John H. Kinzie brought his family from St. Joseph, across the lake, and took up his residence in the trader's house of Le Mai, which he had bought from the Frenchman some months before. This was the first family to settle in Chicago, and the first home in the settlement. It consisted of John Kinzie, his wife Eleanor, their infant son, John Harris Kinzie, and Margaret McKillup, daughter of Mrs. Kinzie by a former husband.

John Kinzie, justly styled the father of Chicago, was a silversmith by trade, but for years previous to his advent at Chicago he had followed the business of Indian trader with marked success. The dialects of the different tribes were as familiar to him as the language of his fathers, and he enjoyed the fullest confidence of the Indians throughout all the lake region. He was strictly honest in all his dealings with them, and during the most stormy times and under the most trying circumstances they never refused him their protection. He was a hospitable man; and his humble home on the north bank of the Chicago River, fronting the lake, was the favorite resort of every hunter that strayed into the post. As time went by other American families came to settle about the fort. New cabins, larger and with more pretensions to comfort were built; and the French trader, with his Indian wife and half-breed children, gave place to the American pioneer, whose ideas of life, if crude, were of a much higher character. The frontier post now began to assume some of the airs of older civilization. The social line, which had at first been drawn at the palisades, was extended to take in the whole village.

The wife of the veteran soldier sipped tea with the farmer's daughter in the rude home of the trader; the village maiden, listening to the pleadings of the corporal, was led to pity his lonely lot, and there were weddings and births and gossip. Thus the inhabitants of Fort Dearborn, far in the wilderness, went on making history, and the great world beyond the woods and lakes and prairies gave them seldom a thought, if it gave them a thought at all.

In 1810 Captain Whistler was relieved by Captain Nathan Heald, a native of New Hampshire, where he was born in 1775. When quite a young man he entered the army, where he received rapid promotion; was lieutenant in 1799 and captain in 1807. His wife Rebekah was a daughter of Captain Samuel Wells, a noted Indian fighter of Kentucky.

The Indians of the country about Fort Dearborn were Pottawatomies, and generally inclined to be friendly. But at the beginning of the war of 1812 they began to show signs of restlessness, and the garrison was frequently startled by the report of some isolated settler being murdered, his butchered offspring given to the flames and the broken-hearted mother dragged into cruel captivity. On the 18th of June the United States declared war on the British. On the 15th of July the American fort at Mackinac surrendered. When this news reached them, many tribes that had hitherto been neutral went over to the English. In the south and west that wily old warrior, Tecumseh, was hastening from council to council, stirring up the Indians to join forces and make general war on the white settlers. Fort Dearborn was far removed from civilization and completely at the mercy of the hostiles. On the 5th of August General Hull, then in command at Detroit, dispatched an Indian messenger to Captain Heald with orders to evacuate the post at once and proceed with his forces by land to Detroit. Captain Heald was a brave soldier. To abandon his post before a blow had been struck or a hand raised against it savored of timidity at least. Besides, the Pottawatomies still professed to be friendly, and promised him safe escort through their country whenever he should decide to go. The fort was strong and well stored with ammunition and supplies. The route from Chicago to Detroit was a long and

tedious one, and should his Indian escort prove treacherous he would be with his small force entirely at their mercy. Debating thus he delayed his departure six days. On the evening of the 13th Captain Wells, the uncle of Mrs. Heald and Indian agent at Fort Wayne, arrived with thirty friendly Miamas. Captain Wells was well-acquainted with the nature of the Indian and his tactics. Stolen by the Miamas when a boy of twelve he passed his youth and early manhood as a member of that tribe, the adopted son of its most powerful chief, Little Turtle. At the outbreak of 1790 he fought with the Indians. After the battle in which St. Clair was defeated he realized that he was warring against his own kinsmen, and in a noble speech informed his adopted father that he could serve with him no more; then making his way to the camp of General Wayne, he joined the American forces and was made captain of a company of scouts. When peace was again restored he settled at Fort Wayne, where he was joined by his wife, the daughter of Little Turtle.

Upon his arrival at Fort Dearborn Captain Wells advised the destruction of all extra arms, ammunition and liquor, and the immediate abandonment of the fort. His advice was followed. The muskets were broken and destroyed and the whiskey thrown into the river. Some prowling Indians learned of this, and immediately hurried with the news to their camp, which was not far distant. The young bucks were furious, and a council of war was held, at which it was decided to destroy the fort and garrison.

Black Partridge, who carried a medal presented to him by General Wayne at the signing of the Greenville treaty, and who had always maintained a friendly feeling for the whites, came into the fort and returned the medal to Captain Heald. "My young men," said he, "say they have been betrayed. You have destroyed the arms and provisions which you promised to leave here for us. My braves are resolved upon taking your lives. I cannot restrain them. I return you the token of peace, for I will not wear it while I am compelled to act as an enemy."

The only hope for the garrison now lay in speedy departure. The officers went quietly about their final arrangements, cheering the soldiers by word and example. At nine o'clock of the following morning, August 15th, the little band passed out of the fort,

and its gates closed upon them for the last time. The evacuating company consisted of the garrison, about seventy-five men, including officers, Captain Wells and his band of thirty Miami braves, the women and children of the officers, soldiers and settlers, and brave John Kinzie, who, although warned by several chiefs who held him in high esteem, resolved to use all influence to avert the massacre of his white friends. The women and children were in wagons or on horseback. Captain Wells, according to the Indian custom, had blackened his face in premonition of his fate. With fifteen of his Miamis he led the advance. The band played the dead march. The waves of the swelling lake broke sobbingly upon the shore, and the beleaguered garrison moved slowly southward along the beach. At the same time a band of five hundred Indians left their camp and trailed along behind a ridge of sand-hills that stretched between the path that ran along the beach and the prairie beyond. A mile and a half from the fort the troops were attacked. At the very first volley the Miamis ran away, accompanied by their chief. The battle was short and sanguinary. The soldiers felt that escape was impossible. To surrender meant death. Already they felt the winds of eternity in their hair, and fought like men resolved to enter its borders full-handed with revenge. While the battle was in progress a young Indian savage crept unseen into a wagon and tomahawked twelve of the children. The troops, without shelter of any kind, were soon cut to pieces. Captain Heald, himself badly wounded, fought his way through the lines, and with the surviving remnant of his band, escaped to a little knoll out of range of the Indians' guns. From here a half-breed boy was dispatched to Chief Black Bird, offering to surrender on condition that their lives would be spared. This was agreed to, and the battle which totally annihilated the embryo Chicago was over.

Of the original number that left the fort, less than one-third escaped with their lives. Captain Wells, who fought like a demon through it all, was at last overpowered and killed. His head was cut off and his heart taken out and eaten by the savages, who hoped by this means to become possessed of the courage and prowess of the heroic scout. Ensign Ronan and Surgeon De

Isaac Van Voorhis also lost their lives in the engagement. All the wounded, with the exception of Captain and Mrs. Heald and Lieutenant Helm and his wife, were dispatched on the field.

The women fought with the same fierceness and bravery which distinguished the men. Mrs. Helm, daughter of Mrs. Kinzie, was snatched from the clutches of a young savage who was trying to tomahawk her, by a friendly chief, Black Partridge, who bore her to the lake, and, plunging her in up to the chin, cautioned her to remain there, which she did. After the battle he returned and conducted her to a place of safety. Mrs. Heald, mounted on a fine thoroughbred Kentucky horse, fought her way to the prairie, and refused to surrender until she was wounded six times. The savages spared her life in admiration of her bravery.

The prisoners were distributed among the different tribes, to be all finally ransomed or returned to their friends. John Kinzie, and his family, were allowed to depart in peace. The fort and surrounding cabins were burned, and the savages hurried away to join in depredations elsewhere. For a few days the winds tossed the remnants of the settlement about the sand-hills and then the last vestige of early Chicago disappeared. The mink and beaver came back to sport under the quiet banks of the river, and the elk fearlessly sniffed the air and pawed the turf where the gardens of man had been.



OF CHICAGO.

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· · · · · 1816 to 1891. · · · · ·

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FOR four years after its destruction by the Pottawatomies, Fort Dearborn lay a scattered ruin in a wilderness of weeds, and the bones of the murdered garrison bleached whiter than the white sea-sands on which they rested. But when the war, which, during this time raged all along the Canadian border, was ended and the English flag driven from the lakes, the Government turned its attention once more to the settlement of its frontiers, and Fort Dearborn was ordered to be rebuilt. In July, 1816, Captain Hezekiah Bradley, who had been commissioned for that service, arrived at Chicago with two companies of infantry, and the reconstruction of the fort was begun on the site of the old one—but larger and on a somewhat different plan. A high stockade inclosed the barracks, officers' quarters, magazine and provision store. Two bastions, one on the northwest and one on the southeast corners, rose above the palisades, commanding a wide view of the surrounding country. The officers' quarters were on the west side of the stockade, the soldiers' barracks on the east; a block-house stood at the southwest corner.

The site of the old fort is now occupied by a massive five-story business block, within the angle formed by the junction of River Street and Michigan Avenue. On its north front is a marble tablet, with the following inscription:

THIS BUILDING OCCUPIES THE SITE OF OLD FORT DEARBORN, WHICH EXTENDED A LITTLE ACROSS MICHIGAN AVENUE AND SOMEWHAT INTO THE RIVER AS IT NOW IS.

THE FORT WAS BUILT IN 1803-4, FORMING OUR OUTMOST DEFENSE.

BY ORDER OF GENERAL HULL, IT WAS EVACUATED AUG. 15, 1812, AFTER ITS STORES AND PROVISIONS HAD BEEN DISTRIBUTED AMONG THE INDIANS.

Very soon after, the Indians attacked and massacred about fifty of the troops and a number of citizens, including women and children, and next day burned the fort. In 1816 it was rebuilt, but after the Black Hawk war it went into gradual disuse, and in May, 1837, was abandoned by the army, but was occupied by various Government officers till 1857, when it was torn down, excepting a single building, which stood upon the site till the great fire of Oct. 9, 1871.

At the suggestion of the Chicago Historical Society this tablet was erected, November, 1880, by W. M. HOYT.

Fort Dearborn was kept constantly garrisoned from this time until 1823, when, the frontier line having moved westward to the Mississippi, a garrison at Chicago was considered no longer necessary, and the troops were withdrawn.

It was garrisoned again from 1828 to 1831, Major John Fowle commanding. Again, in 1832, when Black Hawk and his warriors became hostile, Major William Whetstler, with a small body of troops, was stationed here to protect the settlers, who had sought refuge in the fort. He was relieved in July of the following year by Major John Fowle, and he, a month later, by Major De Lafayette Wilcox, who commanded until Dec. 18, 1833, and again from Sept. 16, 1835, to Aug. 1, 1836. Major John Bendec, Major John Greene and Captain and Brevet-Major Joseph Plympton held command during the interval for varying periods. On Dec. 29, 1836, the troops were permanently withdrawn; the last salute sounded, the last bugle was blown, and Fort Dearborn, the scene of many stirring dramas and of one of the saddest tragedies which the history of American frontier life records, was, as a military post, forever abandoned.



STATE STREET, LOOKING NORTH FROM MADISON STREET.

John Kinzie, who, after the massacre of the garrison and destruction of old Fort Dearborn, removed with his family to Detroit, returned to Chicago in the autumn of 1816, and moved into his old log house on the north bank of the river. During all those troubled years, while the Indians, made furious by their many losses, had butchered and burned on every hand, that one lone cabin stood unmolested in the heart of the wilderness. What better proof could be had of the esteem in which these untutored savages held the silversmith, Shaw-nee-aw-kee, who, in all his dealings with them, never used deceit and never broke his word? They gave additional evidence of their affection for him when, in the treaty of Sept. 20, 1828, the year of his death, the Pottawatomies inserted a provision which gave "to Eleanor Kinzie and her four children, by the late John Kinzie, \$3,500, in consideration of the attachment of the Indians to her deceased husband." Other settlers followed Kinzie. The Indian Agency was resumed, and once more Chicago became the scene of social and business life. Friendly chiefs came once more to the fort, and around the firesides of former acquaintances recounted tales of the tragic war which had proved quite as disastrous to the Indian as to the pale-faced conqueror. Many a powerful tribe had been annihilated, many an Indian village swept away. The chief of a once numerous people, Black Partridge, came to sit in the cabin of his old friend, John Kinzie. He was now a lonely, broken-hearted man, whose tribe and kindred were either dead or scattered, whose village was in ashes and whose voice, once powerful in council, was listened to no more.

From the time of the rebuilding of Fort Dearborn Chicago's advance was steady if not rapid. There was peace and quiet in all the region round about the harbor. The soil of the rich prairie lands was broken up by settlers, who came in numbers from the Eastern States, and well-tilled farms supplied the traders with the necessities of life. Fish were plenty in the streams, and game in abundance stalked through the woods, or roamed over the undulating prairies. Vessels came to the harbor for furs, and brought such luxuries as the simple tastes of the hardy pioneers demanded. These at the same time kept them in communication with the outer world. Thus by slow degrees the little frontier

post grew to the dignity of a thriving village, with a population of several hundred souls. Communication was established with towns farther to the south. The Homestead act increased the tide of emigration to the West. In 1818 Illinois was admitted to the Union, and the settlement of her rich domains increased. Chicago became the commercial center of a rich and rapidly developing country. Commodious dwellings took the place of cabins, and well-filled stores the place of traders' huts. The goddess of commerce touched the marshes with her wand of gold, and there sprang up a splendid city.

The first territorial legislature of Illinois met in 1812, and the territory became a State six years later. In 1829 the Illinois and Michigan Canal received Congressional sanction. The county of Cook was organized in 1831, and Chicago made its county-seat. In 1833 the town of Chicago was incorporated with twenty-eight voters. Its first trustees were: T. J. V. Owen, George W. Dole, Madore B. Beaubien, John Miller and E. S. Kimberly. Its first public buildings were a log jail and an estray pen. The prominent families living in the city in 1832 were those of James Kinzie (son of the silversmith, John Kinzie), Elijah Wentworth, a tavern-keeper, Robert A. Kinzie, Alexander Robinson, William and Samuel Lee, John Miller and Mark Beaubien, who kept a tavern on the east side of the South Branch just above its junction with the North Branch. These, with a few French traders, went to make up the town of Chicago in the first year of its existence. At this time there were no post-roads in this section, and Chicago was without a post-office. The mail was brought once in two weeks by a half-breed Indian from Niles, Michigan.

The first newspaper of Chicago was established in October, 1833, by John Calhoun, and was called the *Chicago Democrat*. It was published at the corner of La Salle and South Water Streets, and between its editorials urging the necessity of work on the Illinois and Michigan Canal and its reports of the arrival of an occasional lake schooner, it chronicled the bear and wolf hunts that took place in the corporate limits of the town. During the summer of 1834 a lake schooner came regularly once a week from Lake Erie, unloading its cargo with lighters outside the bar. But during the year a freshet swept away the bar that had heretofore

obstructed the mouth of the river, and the schooner *Illinois* sailed up the narrow stream into the town—the first vessel to navigate that channel, which is to-day, for nine months in the year, a moving forest of masts.

The embryo city already boasted several taverns, a newspaper, a packing establishment, two ferries, several supply stores and a marine list. Neither were these early pioneers neglectful of their spiritual welfare—four religious denominations, viz: the Catholic, Methodist, Presbyterian and Baptist, being represented.

During the year 1836 a ship was built and launched here; work was begun on the Illinois and Michigan Canal, and the necessary steps taken to incorporate Chicago as a city. The latter did not take place, however, until March 4, 1837. At the first city election William B. Ogden (Democrat) was elected over his opponent, John H. Kinzie (Whig), by a majority of 237. The total vote cast was 706.

Chicago was at that time confined within the limits of North Avenue on the north, Wood Street on the west, Twenty-second Street on the south, and on the east by the lake. For some years the municipal authorities met to transact the business of the city in a building at the corner of Lake and Clark Streets, known as the "Saloon Building." When the city market was built, on the ground where State Street is now intersected by Randolph, the upper floor of that building was arranged for municipal uses. A building of liberal proportions and beautiful architecture was, in 1851, built jointly by the city and county on Court-house Square, the site of the present county building. Here the business of both city and county was transacted, much as it is to-day, until the building was destroyed by fire in 1871.

The speculative fever caught Chicago in '35 and '36; and the city experienced, even in those early days, a "boom" which deserves to rank with the wildest and haziest of this class of commercial baubles. Real estate changed hands with a rapidity which hardly allowed time for signing the papers, and at such rapid advance in prices as made anybody rich who was able to float his paper for a day. The panic of 1837 placed things once more on a stable basis; and, while it caused a momentary hesitation in the growth of Chicago, it never really checked it, and when the flurry

was over and real values once more established things moved forward more rapidly than ever. The astonishing increase in the value of Chicago realty in those early years is shown by the following figures: In 1832 lots 3 and 4 in block 1 were worth \$102. In 1853 they sold for \$108,000. A small tract held by the Kinzies in 1832 at \$346 sold twenty-one years later for \$540,000. These are fair examples of the general rise in Chicago property during those years.

While the city enjoyed a season of unparalleled prosperity during these years, it was not without serious troubles. In 1836 the Black Hawk war sent the settlers for miles around flying into Fort Dearborn, and at the same time the cholera, more terrible and more deadly than the savage redskins, came to scourge the city. Then the panic of 1837-38 left many of the citizens without means to supply the necessities of the plainest living. The most serious set-back, however, was the flood of 1849. In March of that year the Desplaines River overflowed and came pouring into the South Branch of the Chicago, breaking up the ice and gorging the stream. This, sweeping onward toward the lake, caught the vessels which had wintered there, and, crushing them into a common mass, moved with an irresistible force upon the city. More than forty vessels were destroyed, and the only bridge in the city swept away. The damage to the shipping, wharves and city generally was more than \$130,000. This does not seem large to the Chicagoan of to-day, who saw the flood of flame that swept over the city in 1871; but, to the struggling city of that time, it was a great calamity. But with the same perseverance, energy and pluck which has since made Chicago the wonder of the world, the citizens set about repairing their losses, and Chicago from that time went steadily forward, with no reverses worth recording until the great fire of 1871.

At that time Chicago was a city of wood. Not that there was a dearth of fine buildings of stone and brick. Even before the fire the "Queen City by the Inland Sea" boasted many structures that would have done honor to the greatest metropolis in the world. But its growth had been so rapid that it had had no time to harden, and wood was the predominating material. The towering stone business blocks six stories high in the business

center of the city were flanked on either side by rambling wooden shells. Outside the heart of the city it was all wood. Even the showy brick structures were lined and beamed and raftered and shingled with wood. The lumber yards were great piles of seasoned wood; the ships at the docks were loaded with it, and even the docks themselves groaned under great loads of wood, lately arrived and ready to take part in the coming carnival of flame. For weeks previous to that fatal night, the wind had been blowing dry and hot over those acres and acres of warped boards, sucking out the last bit of moisture, till their black knots ran hot pitch as they turned their cracked and splintered edges to the sky, as if pleading to heaven for relief. The night of Oct. 8, 1871, found Chicago a city of tinder; the night that followed left it a bed of blistering ashes. A cow on DeKoven Street put her cloven hoof to a lighted lamp and 20,000 buildings lay in ruins; 100,000 people were homeless; \$200,000,000 of money was converted into smoke, and the lives of 200 citizens had been sacrificed to the god of flame. The fire, which started in a little frame barn in the vicinity of DeKoven and Jefferson Streets, west of the river and south of Van Buren Street, was never under control from its discovery until it had burned over an area of nearly three and a third square miles and destroyed 17,450 buildings. It first crossed the river at Van Buren Street, and the gas-works, which then stood at the corner of Adams and Franklin Streets, were soon wrapped in flames. The wind blew a gale, and the conflagration swelled every moment to greater heat and fury. A granite block was no more in its path than a house-fly in the path of a swallow. At one o'clock in the morning the Chamber of Commerce fell. The Court House across the street was the next to go. Crosby's Opera House, Hooley's Theater, the *Times* building; the whole length of Randolph Street went in a breath. The Tremont and Sherman houses were already burning; and by morning all this part of the city, from the West Branch of the Chicago River to the lake and north of Congress Street, at that time the very best portion of the city, composed of splendid blocks of commercial houses, magnificent public buildings, handsome hotels and places of amusement, lay in ruins. About three o'clock in the morning it crossed the river to the North Side, and

by daylight that part of the city was a blackened ruin. From the river to the city limits, three and a half miles north and east as far as the lake, everything was swept clean. Only one building in all that district was left standing. This was the "Ogden House," on the north side of Washington Square, between Clark Street and Dearborn Avenue. It was a square frame structure of comfortable dimensions. The trees which grew rather plentifully about it are credited with saving it from destruction. This building, which has been an interesting landmark for residents and visitors, has lately been torn down to make way for the Newberry Library building, which is being erected on the grounds. It was the one link remaining between the Chicago of to-day and rude log huts of the trader and trapper settlers of a century ago. There is a "Relic House," a quaint structure built of molten relics picked up after the great fire, standing at the junction of Clark Street and North Park Avenue; but this is more of a curiosity than a souvenir of the early days of Chicago. There is also a large collection of relics in the rooms of the Chicago Historical Society, mostly donations from Maria G. Carr, Mrs. E. E. Atwater and business firms, which were gathered from the ruins of the city's merchandise.

The condition of the inhabitants of Chicago directly after the conflagration was pitiful in the extreme. The millionaire and pauper were alike houseless, homeless and without food. Families were separated, and roamed from place to place searching for each other in vain. Trampled turf took the place of downy beds, and the sky roofed in the couches of those who had been wont to sleep under curtains of silk. The pangs of hunger added to the misery of loss of fortune, and tears and lamentations were everywhere. When the news that Chicago lay in ruins flashed over the wires, the heart of the world melted with compassion, and the magnitude of calamity was surpassed by the universal charity that it awakened. From every quarter of the globe came not only expressions of the deepest sympathy, but substantial offerings of relief. The capacity of every railroad leading into Chicago was tested by the continuous flow of supplies pouring in from everywhere. The contributions in food, clothing and money amounted to over \$7,000,000. It was the grandest illustration of that great

wealth of sympathy underlying the seeming indifference to the sorrows of others in the every-day affairs of mankind that the world has ever seen.

Encouraged by this generous expression of sympathy and assistance, the citizens of the stricken city set bravely to work to retrieve their broken fortunes. Private dwellings were turned into manufactories, and temporary shanties were put up on the ruins of stores and dwellings before the stones in the cellars were cold. The city was rapidly rebuilt. Forty millions of dollars were expended in improvements during the first year after the fire. The new buildings were of grander proportions and were constructed with regard to ornament as well as use.

In the reconstruction of the city the erection of buildings of wood was restricted to certain limits, and fire-proof structures six and seven stories in height and of imposing appearance arose on every hand. It was not many years before every vestige of the fire had disappeared, and out of its ashes arose a new Chicago, incomparably superior to the one that had met with such sudden and fearful destruction.

On July 14, 1874, the city suffered from another disastrous fire. That portion of the city east of State Street and south of Twelfth Street, which had escaped the conflagration of '71, was completely burned over, \$4,000,000 worth of property going up in the flames. This fire consumed the greater part of the wooden buildings still remaining within the fire limits of the city. These were at once replaced by those of a more substantial character; and what would otherwise have been a serious calamity was after all of great advantage, and hastened forward the time when Chicago might justly claim, as she does to-day, to be the most solidly built and fire-proof city in America.

The wonderful recuperative powers displayed by Chicago in so rapidly recovering from the effects of two such disasters, following one another in quick succession, aroused such a feeling of confidence in her ultimate greatness that everybody became imbued with a desire to become a landholder, and speculation in real estate for a time ran riot. Previous to the fall of 1873 unimproved property was held at prices almost equal to those of to-day. But the panic of that year proved disastrous to specula-

tion, and prices of Chicago realty settled back to their normal condition. Wild speculation was succeeded by rational improvement, and lands which had long been kept vacant by fictitious values became sites for splendid business structures or beautiful residences.

When, in 1837, Chicago was first incorporated as a city, with a population of 4,170, and an area of 10.70 square miles, it comprised "the district of country in the county of Cook, etc., known as the east half of the southwest quarter of section 33, township 40 north, range 14 east; also the east quarter of sections 6, 7, 18 and 19, all of fractional section 3, and of sections 4, 5, 8, 9 and fractional section 10 (except the southwest fractional quarter thereof, occupied as a military post, until the same shall become private property), fractional section 15, sections 16, 17, 20, 21 and fractional section 22, township 39 north, range 14 east." The city limits have since that time been twelve times extended, and its present area covers 181.70 square miles. The population, according to the census of 1890, was 1,098,576. The school census gave it 1,208,669. Since that time several new districts have been added, and an estimate of 1,300,000 for the present population of the city of Chicago would not be far from correct. Chicago, which is only one-quarter as old as New York, ranks second in the United States and sixth in the cities of the world.

The rapid growth of Chicago, while it may puzzle the casual observer, is after all but the natural effect of an easily discerned cause. Situated at the extreme head of a great chain of lakes that open a direct waterway to the sea, surrounded by a country that two decades ago was in great part a wilderness, and which to-day supports 10,000,000 of people, who, in the occupancy and development of 500,000 square miles of forest and prairie, have invested no less than \$2,000,000,000, what wonder that Chicago should become a great city? A great mass of men and a great mass of capital came together on this land to develop it, and Chicago has but kept pace with the result. It is an inland city! London is an inland city, and yet it is the world's metropolis. In the course of events New York must take the place of Liverpool, and Chicago of London in the New World. Man will not bring this about: man could not



CLARK STREET, FACING COURT HOUSE—GRAND OPERA HOUSE.

bring it about. The geography has done it already, and nothing short of a general upheaval of Nature can change the result.

Chicago is situated on the southwest shore of Lake Michigan, in $41^{\circ} 52'$ north latitude and $78^{\circ} 52'$ west longitude. Its mean elevation is 75 feet above Lake Michigan, or 591 feet above mean sea level.

Baltimore, its nearest port on the Atlantic, is a distance of 854 miles, while 2,417 miles lie between it and the Pacific Ocean. It lies directly on the high way from the Lakes to the Gulf, and from the Atlantic to the Western States. Besides being a great inland feeder, it has all the advantages of a sea-port city. It is because of these things that from a small hamlet a little over half a century ago, Chicago has grown into a metropolitan center, whose arteries of trade extend to every portion of the world.

The climate of Chicago is generally delightful. Cool breezes from the lake blow almost constantly during the summer months, and the winters, which in this latitude are generally long and severe, by this same agency are tempered to moderation. There is an exhilaration in the atmosphere of Chicago which stimulates and arouses the latent energies of the human system, and in no other city can such an amount of mental and physical labor be performed with so little fatigue. Statistics prove Chicago to be the healthiest city in the world. The highest death rate it has known for many years was in 1875, which was 20.29; the lowest in 1878, when it fell to 15.70 per 1,000 population. The death rate of New York averages over 29 per thousand, of Boston 23 per thousand, Philadelphia about 24 per thousand, while the great European cities give up every year from 25 to 45 of every one thousand of their inhabitants to the fell destroyer. During the year just passed, notwithstanding the ravages of *la grippe*, there died in Chicago but 21,856 persons, or about 18 per cent. of the population.

Almost the whole of "down town" Chicago rests on an artificial foundation. All the ground lying east of Wabash Avenue from Sixteenth Street north to the river has been reclaimed

from the lake, while the grade of the entire business portion of the city has been raised from eight to fifteen feet above its original level.

The entire absence of any rise or fall of the country on which Chicago is located made the question of adequate sewerage a serious one. Skillful engineering has, to a great extent, overcome the difficulty; and there is no city in the country to-day that can boast of a purer atmosphere or more cleanly surroundings.

The Chicago River, which was at one time the sneer and scoff of her own citizens, has become the city's most useful, if its most humble servant. With its two branches, stretching out like the extended claws of a crab to the extreme northeast and southwest quarters of the city, the arm or main channel meeting the lake on the east, it formed a natural arterial system. It was, however, too sluggish by nature to do the work required of it, and artificial means had to be employed. A system of pumping was introduced, with works at Bridgeport and Fullerton Avenue. The former, in the extreme southwestern part of the city, throws the water out of the river into the Illinois and Michigan Canal at the rate of 40,000 cubic feet per minute; the latter, in the extreme northeastern part of the city, throws in fresh water from the lake in quantities something less, but enough to dilute its contents and form a head sufficient to set its current from the lake. While the system has thus far proved measurably successful, the rapid growth of the city and the approaching Columbian Exposition suggested the need of improvement, and steps have already been taken to that end. The gravity channel that is to connect the Chicago with the Illinois River, when finished, will be of sufficient compass to relieve Chicago of any fear of the pollution of her water supply for all time to come. It is believed, also, that this canal will receive aid from the government sufficient to make it a navigable waterway from the Mississippi to Lake Michigan.

Chicago, considering the heterogeneous character of its population, has been remarkably free from riotous disturbances. When, in 1877, the whole eastern country was on the eve of convulsion, and labor riots, which had their origin in Pittsburgh,

were threatening the peace of every American city, Chicago was but slightly agitated. The militia were called out, but their services were never required, except for the protection of private property and the guarding of public buildings. The local police were sufficient to quell the disturbance. Less than a score of people lost their lives during the three or four days which the riot lasted, and peace was easily restored. The Haymarket massacre, on the night of May 4, 1886, was much more serious and far-reaching in its consequences. A crowd of Anarchists had gathered near the Haymarket, at the entrance to an alley that opens on Desplaines Street, and their speakers were making incendiary speeches from the bed of a wagon which stood partly in the street and partly in the alley. Six companies of policemen were sent to disperse the mob and arrest the speakers. As they wheeled from the Haymarket and advanced into Desplaines Street, a bomb was thrown from the mouth of the alley and exploded in their midst. Seven policemen were killed outright or so badly wounded that they died shortly afterwards. Many more were crippled for life. Instantly all was confusion. The policemen opened fire, and the mob fled in every quarter. Just how many of these were killed and wounded will never be known. The excitement in the city was intense; and their friends anxious to conceal the fact of their being at the meeting, concealed the bodies of their dead and gave them quiet burial, and in secret nursed the wounded. Those known to be leaders in the Anarchistic movement, Fielden, Lingg, Spies, Engel, Schwab, Neebe and Fischer, were arrested. The office of the *Arbeiter Zeitung*, with which several of these men were known to be connected, was searched, and quite a supply of dynamite arms, bombs and infernal machines discovered. Parsons, one of the principal Anarchistic leaders, and who escaped on the night of riot, a few days later surrendered himself to the authorities. A long and sensational trial followed, which resulted in a sentence of death for the prisoners. The sentence of Fielden and Schwab was commuted to imprisonment for life. Lingg, the "Tiger Anarchist," committed suicide in jail by means of a bomb stolen in to him by his sweetheart; and the others, Parsons,

Spies, Engel and Fischer, on the 11th day of November, 1887, went to the gallows.

When the fatal drop fell on that still autumnal morning, Anarchy was dead, and nothing approaching a riot has been since seen in Chicago.

In railroad facilities Chicago is much superior to any other American city. This, together with its cool lake breezes, its splendid hotel accommodations and its many fine assembly halls, make it the ideal place for holding conventions of all kinds. The great Exposition building, in which Lincoln was nominated in 1860, as was McClellan in 1864, Garfield in 1880, Blaine in 1884 and Cleveland again in the same year, affords seating capacity for 20,000 persons. The new Auditorium, the largest theater building in the world, is now the favorite assembly hall for the great conventions; and the candidates for President will no doubt continue to be named at Chicago.

The bonded indebtedness of Chicago is about \$17,000,000. The \$500,000 of the \$1,000,000 invested in the World's Columbian Exposition is included in this estimate. The number of buildings erected has grown from 4,086 in 1883 to 11,608 in 1890. In the former year there was expended for this purpose \$22,162,610; in the latter year, \$47,322,100. The building industry of 1891 will be far in advance of this.

Chicago, during the year 1890, slaughtered 5,733,082 hogs and 2,219,312 cattle; and the total value of live-stock handled during that time reached the enormous sum of \$231,344,879. The commerce of the city has increased from \$20,000,000 in 1850 to \$1,380,000,000 in 1890. The wholesale business is now more than \$500,000,000, and the value of manufactured products over \$100,200,000. The total receipts of grain amounted to 177,353,461 bushels, and of flour 4,358,058 barrels; 2,050,000,000 feet of lumber were shipped or consumed in the city, and it took 515,000,000 shingles to supply the trade. These figures show that Chicago leads the world in the business of stock and lumber. The banking business of Chicago ranks next in volume to that of New York, although second place is given to that of Boston in the published reports of the clearing houses. The total clearings of the twenty-one associated banks in Chicago for 1890 were \$4,093,-

145,904; and the Comptroller of Currency at Washington, in his report for the last quarter of 1890, said: "The general showing is a good one for the country at large, but the Chicago banks seem to be in especially good shape, and the reserve of 31.42 per cent. indicates a healthy condition of that city. Philadelphia's reserve is 28.38 per cent., while New York's is 28.11 per cent.; so you can judge of the relative standing of Chicago." The custom duties collected at Chicago for 1890 were \$13,518,896.33, and the general commerce of the city reached in 1890 the magnificent sum of \$1,380,000,000. The commercial and manufacturing interests of Chicago increase at such a rapid rate that the figures of a preceding year are necessarily far below those which would be required to give an idea of the current business of the city. The preparations now going forward for the World's Columbian Exposition have greatly increased the volume of trade in all lines, and the statistics for 1891 will show an advance of at least 30 per cent. over the figures quoted above.



GUIDE TO CHICAGO.

Giving the Principal Points of Interest, Parks, Boulevards,
Railroads, Street Railways, Suburban Towns,
Public Buildings, Etc., Etc.

COUNTY ORGANIZATION.—The government of Cook County, Illinois, is vested in a Board of Commissioners, consisting of fourteen members, elected for four years, half of whom retire biennially. Their salaries for 1891 amounted to \$33,551. The board elects its president, selecting one of its own number. This board has the direction and control of all county officers; collects the revenues of the county through the County Treasurer; appropriates money for the maintenance of the courts, jail, insane asylum, poor-house, county hospital, court-house building, sheriff's office, county clerk's office, coroner's office, etc., and has general supervision of county highways, bridges, etc. The County Board is entirely independent of the City Council, although the jurisdiction of the latter extends over a large portion of the county included within the corporate limits.

Cook County Court-House—Occupies the entire east half of the block bounded by Washington, Randolph, La Salle and Clark Streets, in the center of the business district of the South Side, the west half being occupied by the City Hall. This magnificent pile was erected in 1876-77 at a cost of about \$3,000,000, and is

one of the handsomest public buildings in the country. In this building are located the County, Probate and various Circuit and Superior Courts, the Law Library, and all the County offices, except that of the State's (or Prosecuting) Attorney, which is located in the Criminal Court building, North Side.

County Insane Asylum.—Take train at Union Depot, Canal and Adams Streets. This institution is located at Dunning, a suburb of Chicago. It is a costly structure of imposing dimensions, surrounded by spacious grounds, far enough removed from the city to make the location a quiet and healthful one. Numerous cottage wards relieve the overcrowded condition of the main building. The current expenses of 1890 were: Salaries, \$44,111.68; supplies, repairs, etc., \$112,006.87. The total number admitted for treatment in 1890 was 1,483; of these 717 were men and 766 were women; 30 per cent. were native-born and 70 per cent. were of foreign birth. The number remaining under treatment at the close of 1890 was 1,083, of which 509 were men and 574 were women. In his annual report the Superintendent makes this important statement: "I would here call attention to a fact, and that is, where those that are insane are placed under proper treatment in well-arranged hospitals within the first three months of the inception of the disease the chances for recovery are about as good as from any serious bodily ailment. The average of cures when this class of disease is thus treated will range as high as 60, 65 and even 70 in 100."

County Jail—Situated in the rear of the Criminal Court building, Michigan Street, between Clark Street and Dearborn Avenue, North Side. Entrance from Michigan Street. Visitors admitted by permission of the sheriff. Both the jail and the Criminal Court building long since ceased to meet the demands made upon it by the extraordinary growth of the city, and the consequent and natural increase in the number of criminals. It lacks almost every modern improvement, and will, doubtless, soon be replaced by a larger and more convenient structure. The Criminal Court building is connected with the jail by a "bridge of sighs," over which the culprits pass for trial and after convic-

tion. This entrance is never used except by deputy sheriffs and jailers in discharge of their duties. The only other entrance is up a narrow flight of steps leading from the open court between the two buildings. At the head of these steps is a double iron gate, where stands the outer turnkey. On one side of the prison entrance is the head-jailer's room; on the other, the office of the jail clerk. No one is allowed to go beyond this corridor without a permit. Beyond this is the "Cage," an iron-bound arrangement covered with several thicknesses of wire netting, from which the prisoner may hold communication with his friends. It was here that the "Tiger Anarchist" Lingg received from his sweetheart the dynamite cartridge which he exploded in his mouth, killing himself the day before that set for his execution. There are a number of cells on this floor. Just above, on the next balcony, is "Murderers' Row," from which many unfortunates have gone forth to the gallows during the last twenty years. The cell balconies run all around this interior building. At the northeast corner of the cell-building the gallows is always erected. There are four departments: Men's, Women's, Boys' and Debtors'.

County Poor-House.—Located at Dunning, a suburb of Chicago. Take train at Union Depot, Canal and Adams Streets. This institution is not remarkable in any sense, save as the home of the most wretched class of paupers of the county. The cost of conducting it for 1890 was \$105,666.91. This included salaries, supplies, repairs, and the expense of operating the county poor-farm, which returns some revenue.

The Judiciary of the county consists of one probate and eighteen judges of the Superior and Circuit Courts. The salaries of the judges of the courts of Cook County amounted in 1890 to \$69,415.40; for clerks of the Superior and Circuit Courts and their assistants, \$59,582. The repairs on court rooms amounted to about \$2,000.

CITY GOVERNMENT.—The City Government is well organized in both its legislative and executive branches. There are departments of police, fire, health, law, finance and a department of



THE AUDITORIUM, STUDEBAKER BUILDING AND ART INSTITUTE.

public works, which is supposed to look after everything which does not come under the supervision of any of the other branches of the administration. The legislative power is vested in the Mayor and a Board of Aldermen, more familiarly known as the City Council. The Mayor's term of office is two years. The board has thirty-six members—two from each of the eighteen wards, elected in alternate years for a term of two years each. The Mayor presides over the deliberations of the body, or, if he be absent, a member from the quorum present is called to the chair. The following is a complete list of the Mayors and the dates of their election:

William B. Ogden,	May 2, 1837
Buckner S. Morris,	March 6, 1838
B. W. Raymond,	March 5, 1839
Alexander Lloyd,	March 3, 1840
Francis C. Sherman,	March 5, 1841
Benjamin W. Raymond,	March 7, 1842
Augustus Garrett,	March 7, 1843
A. S. Sherman,	March 7, 1844
Augustus Garrett,	March 5, 1845
John P. Chapin,	March 3, 1846
James Curtiss,	March 2, 1847
James H. Woodworth,	March 7, 1848
James H. Woodworth,	March 6, 1849
James Curtiss,	March 5, 1850
Walter S. Gurnee,	March 4, 1851
Walter S. Gurnee,	March 2, 1852
Charles M. Gray,	March 14, 1853
Isaac L. Milliken,	March 13, 1854
Levi D. Boone,	March 8, 1855
Thomas Dyer,	March 10, 1856
John Wentworth,	March 3, 1857
John C. Haines,	March 2, 1858
John C. Haines,	March 1, 1859
John Wentworth	March 6, 1860
Julian S. Rumsey,	April 16, 1861
Francis C. Sherman,	April 15, 1862
Francis C. Sherman,	April 21, 1863
John B. Rice,	April 18, 1865
John B. Rice,	April 16, 1867
Roswell B. Mason,	November 2, 1869
Joseph Medill,	November 7, 1871
Harvey D. Colvin,	November 4, 1873

Monroe Heath,	July 12, 1876
Monroe Heath,	April 3, 1877
Carter H. Harrison,	April 1, 1879
Carter H. Harrison,	April 5, 1881
Carter H. Harrison,	April 3, 1883
John A. Roche,	April 7, 1885
John A. Roche,	April 5, 1887
Dewitt C. Cregier,	April 2, 1889
Hempstead Washburne,	April 7, 1891

In 1863 the term of office of Mayor was extended from one to two years. In 1869 the time of holding the city election was changed from April to November, and the persons then in office were continued until the first Monday in December. The city was reorganized under the general incorporation act in April, 1875, and consequently no election was held in November of that year, but the persons in office held over until July, 1876. In that year the City Council provided for an election for city officers under the new incorporation, but omitted all reference to the office of Mayor. Nevertheless, a popular vote was taken for Mayor at the election, and Thomas Hoyne received 33,064. The canvass of the returns being made, the Council disregarded the vote for Mayor, but the new Council canvassed the returns and declared Mr. Hoyne elected. Mr. Colvin, the incumbent, declined to yield possession, and the matter was taken to the courts, where the case was decided against both contestants. A special election was then ordered by Council, and held July 12, 1876, resulting in the election of Mr. Heath to serve till after the next regular election. Measures can be passed over the Mayor's veto only by an affirmative vote of two-thirds of the council. The regular meetings are on Monday evening of each week.

The Law Department consists of a Corporation Council, City Attorney and Prosecuting Attorney.

The Department of Finance is under the City Comptroller, City Treasurer and City Collector.

The Building Department.—A Commissioner of Building, assisted by a secretary and a corps of inspectors, has charge of

this department. No building can be erected in the city without a permit from this body. Fire escapes and elevators are also under its supervision.

The Health Department.—This is in charge of a Commissioner appointed by the Mayor. It has supervision over the cleanliness of streets, alleys, factories, workshops, vaccination, etc. The offices of these several departments are in the City Hall.

The Department of Public Works.—This department has entire charge of the machinery connected with the public works of Chicago, and is too ponderous in its operations to be described here. All the streets, sewers, bridges, viaducts, etc., are in charge of these commissioners. It formulates all plans and executes all improvements of a public character in the city. It supervises the operations of corporations, and is powerful in every quarter of the city.



Parks and Boulevards.

As the glory of woman is in her hair—so is the glory of Chicago in her parks and boulevards. Here are gleams and glints of beauty; shifting light and shade; the profusion of prodigal wealth combined with unassuming gentleness and unobtrusive modesty. Miles of meadow, mead and dale have been converted into acres of emerald lawn, smooth shaven as a priest. Undulating plats of rare and beautiful flowers on every hand charm the eye with their infinite variety of colors, harmoniously blended; here deepening into carnation, there flashing into scarlet, and fading away yonder into a bank of pale blues, crystals and whites. There are miniature lakes, upon whose surface move vast flotillas of delicately tinted lilies, and sailing slowly among them the stately swan. There are shady banks spread thick with emerald grasses, whereon to lie and watch the white clouds drift across the smiling sky, the lake droning on in dreamful music at your feet. The splendid public building is something in which the citizen takes

just pride, but it is for a special purpose and entrance to it is necessarily restricted. The city's parks are the citizen's property, and as much to be enjoyed by the humble toiler at the counter, in the factory or upon the high ascending wall, as by the rich man, whose proud steeds spurn the gravel of the smooth boulevards themselves. Thus it is that the plutocrat and the plebeian alike join in praise of these grateful breathing places in the endless struggle for supremacy. The Chicago parks and boulevards have not only kept pace with the marvelous growth of the city, but they have outstripped every other improvement—public or private. No other city can boast such an extensive system of pleasure grounds. The chain of boulevards, which, with the improvements now under way, will encircle the city, make the longest continuous pleasure drive in the world. The recent transfer of Diversey Avenue to the control of the West Park Board by the City Council removes the last obstacle to the completion of the system of parks and parkways encircling Chicago. When this gap of two and a half miles of common street shall have been transformed into a boulevard, it will be possible to start on Michigan Avenue at Madison Street, drive south to Jackson Park, thence by way of the west parks and boulevards to Diversey Avenue down to Lincoln Park and along the Lake Shore Drive to the starting point, a distance of about thirty-five miles. All this length of road will be a pleasure drive, not surpassed by anything of a similar kind in the world. By the time the Columbian Exposition opens, and Chicago begins to bid welcome to all the nations of the earth, this superb succession of parks and pleasure roads will be completed and ready to be offered for the use and admiration of the visitors. They will be as pleased with it as Chicago will be proud of the beauteous adornment.

Another notable addition to the boulevard system will be the Sheridan Road, now in course of construction. This driveway, beginning at Byron and Sheffield Avenues, where it connects with the Lake Shore Drive, will wind its way along the lake shore over a stretch of picturesque country, through tastefully laid out villages, through shadowy ravines lying between broken and ragged cliffs, to Waukegan, a distance of thirty-six miles.

For diversified scenery, both artificial and natural, the great



SEA LION POND, LINCOLN PARK.

sweep of roadway stretching from Madison Street on Michigan Avenue by way of Jackson Park to Waukegan is not excelled by any urban drive. The view, the incidents, the quality of the surroundings, change with each furlong. From the lines of stately palaces on Michigan Avenue the eye is feasted with successive varying sights until it comes to the restful green of the maple, beech, birch and pine along the upper reaches of the north shore. When improved and beautified in accordance with the plans already accepted by its projectors, the great boulevard will surpass in extent and attractiveness either Euclid Avenue, Cleveland's boast, New Orleans' famous "Shell Road," Riverside Drive, Gotham's pride, or the Bois-de-Boulogne, of Paris. Even "Unter den Linden," where Kaiser Wilhelm and the German imperial family take their outings, and "Der Ringstrasse" of Vienna, over which the royal scions of the house of Hapsburg spin, will have to retire from the front rank of world-famous drives.

But one short gap remains to make the chain about the city complete. That is the connection by a proper pleasure driveway of the Lake Shore Drive with Michigan Avenue. This is near its solution. It is probable that a light yet strong viaduct, of ornamental design, will be built from Michigan Avenue at Randolph Street to the Lake Shore Drive at Ohio Street, passing over the river at the present Rush Street bridge. The great boulevard is spoken of as the Sheridan Road, Sheridan Drive, Lake Shore Road and Lake Shore Drive indiscriminately. Properly speaking, the Sheridan Road begins at Byron and Sheffield Avenues, while it is the Lake Shore Drive south of that point.

The original idea of our magnificent park and boulevard system was at the time of its conception so far ahead of the city's needs and so far beyond her power to construct, much less keep in order, that its projectors certainly deserve the title of prophets. More than a score of years ago the land which is now used for park purposes was purchased, and a plan laid out for a system or chain of parks and boulevards, which differed but little from that which is now so nearly perfected, and of which the city is so proud. Chicago then had little more than 300,000 inhabitants, and the wildest enthusiast would not at that time have ventured to predict a population of one and a quarter millions in 1891. Yet

they were wise enough to secure these broad stretches of country, then lying on the confines or just without the borders of the corporate limits of the city. They are all inside the city limits now, and their entire compass will soon be in a state of the highest cultivation. The area covered by the different parks and public squares of Chicago embraces 1,974.61 acres. This is exclusive of the ground covered by park boulevards. The park system is divided into three divisions, and each division is under the control of a separate board of park commissioners, elected by the courts. These are known as the South Park Commissioners, the West Park Commissioners and the North Park Commissioners. The public parks of each division are maintained by a direct tax upon that portion of the city in which they lie. There are a number of smaller parks, squares and "places" throughout the city, under the control of the City Government.

NORTH SIDE.

LINCOLN PARK.

*Take North Clark or Wells Street Cable Lines for Main Entrance;
or North State Street Cars to Lake Shore
Drive Entrance.*

This is at present the most attractive park in the city. It is 250 acres in extent, beautifully laid out with sinuous driveways, quiet walks, extensive flower plats and miniature lakes. It has many heroic statues, a zoölogical garden, avaries, green-houses, a magnificent palm-house, just being completed, and almost every innocent and restful attraction that the ingenuity of man, combined with the munificence of Nature, can establish. Twenty years ago the old Chicago cemetery occupied the southern portion of the land, but as it was encroached upon by the city the ground was condemned for park purposes, and the bodies removed to different burial places. The tomb of the Erich family only remains. The park at first contained about 60 acres, but it has since been gradually extended until its area has grown to 250 acres. Its connection with the boulevard system dates from 1869,

when the legislature provided for its maintenance and improvement, and appointed its first board of commissioners. The park has eight miles of drives, nine miles of walks, seven bridges, two tunnels and twenty acres of lake surface. From the magnificent Lake Shore Drive, which extends from Oak Street to the northernmost limit of the park, the panorama on either side is one of unrivaled beauty. On the west is the park with its succession of landscapes, each different from the others, yet perfect in itself; and on the east is the lake flashing its ever-changing hues upon the vision, its rippled surface dotted with sails and steamers, and at night the red gleam of the light-houses in the distance, and the lights of the vessels that move fitfully about, and the weird moonlight that, falling upon its dimpled face, is shivered into millions of radiant beams. There is a long artificial lake of some twelve acres in the southern half of the park, and a smaller one of eight acres in the northwest section. The zoölogical department contains an interesting collection of animals and birds. The list embraces sea-lions, prairie dogs, several varieties of bears, antelopes, buffaloes, deer, foxes, raccoons, wolves, etc. The floral department is a striking and attractive feature. About 100,000 plants of different colors are displayed in beds artistically shaped and arranged, and the conservatories contain a large array of the most beautiful and curious tropical plants and flowers. A striking Indian group in bronze, life-size and standing upon a massive granite pedestal, is the gift of Mr. Martin Ryerson. The Lincoln monument, provided for by the munificent legacy of \$50,000 left by the late Eli Bates, of this city, faces the south entrance. It was designed by St.-Gaudie, is a splendid likeness of the Great President, and is said to be among the finest pieces of sculpture in the world. Farther up the Lake Shore Drive and facing south is a magnificent equestrian statue of General Grant. This is of beaten bronze, heroic in size, and its attitude strongly suggestive of the character of the "Man of Will." The "Indian Group" marks a spot farther inland. There are also the La Salle monument, presented by Lambert Tree; the Schiller monument, presented by the German residents of the city, and the monument of Herr Linnæus, that eminent German who was to flowers what Audubon was to birds or Agassiz to minerals. Here, too, is a beautiful

electric fountain, presented by C. T. Yerkes, which delights the eye with a thousand prismatic hues as the waters rise and fall in musical chorus. Pretty well toward the north end of the park, beyond the zoölogical gardens, and facing the flower garden, is the new grand conservatory, the finest building of its kind to be found anywhere. The palm house area is 156x90 feet, the fernery 90x56 feet, conservatory 90x31 feet, while the orchid and cape houses are 41x31 feet each. There is also a potting shed 12x90 feet. The style of the building is not unlike that of the grand palm house at Kew Gardens. The building covers a total area of 23,800 feet. The conservatories in other parks of this city are as follows: In Humboldt Park are the exotic house, 48x64, and 65 feet high; two houses, 25x60 feet each, and four propagating or plant houses, each 12x100 feet, costing \$22,594.08. The Garfield Park conservatories are almost an exact counterpart of these, costing about \$20,000 to build. These were constructed in or prior to 1887. Douglas Park has what they call a winter garden of quite pretentious appearance, covering an area of 178x62 feet, and the cost was about \$40,000.

WEST SIDE.

HUMBOLDT PARK.

Take Madison Street Cable Cars marked "Milwaukee Avenue."

This is the most northern park in the city. It has an area of 200.62 acres, and is situated four miles from the Court House, in a northwesterly direction. It is bounded on the north by West North Avenue, on the south by Augusta Street, on the east by North California Avenue, and on the west by North Kinzie Street. It is handsomely laid out, and one of the most beautiful parks in the system. It has several large lakes, clear as crystal, which afford excellent opportunities for rowing. There is a refreshment pavilion and a band-stand near by, from which, during the summer evenings, music floats out over the waters; a delightful addition to the pastoral surroundings. An artesian well, 1,155 feet deep, yields water of high medicinal qualities.



A FLOWERY DELL IN LINCOLN PARK.

Thousands of shade trees, a forest of pines, winding driveways, a pavilion, a band-stand, a lake, a play-ground, two lily ponds, a monument and a parade ground are to be added at once to the features of Humboldt Park. The portion to be improved is the western section, running three-quarters of a mile long and one-quarter of a mile wide from North Avenue to Augusta Street. Humboldt Boulevard runs north from the park to Logan Square, and thence east to Western Avenue, and when completed will connect Lincoln and Humboldt Parks. A driveway, very nearly straight, will connect Humboldt Boulevard and Central Boulevard, and pass along the eastern border of the newly improved portion or through the center of the park. Another driveway will make the same connections by branching off at the entrance on North Avenue and winding around to and along the extreme eastern border of the park, and back again to the entrance on Central Boulevard. In the very pathway of the central driveway the monument to Von Humboldt will stand. The monument will be the donation of Frances J. Dewes. The present lake at Humboldt Park is to be continued in a northwesterly direction, 400 feet wide, a distance of 1,200 feet. Not far from the bridge where the central driveway will cross the lake, will be a new casino of generous dimensions. A band pavilion will be by its side, around which a grove of shade trees will fling wide branches over seats for 1,000 people. Around a graceful curve of the lake and stretching a sweep of green sod for several acres to surrounding woods, a play-ground will be created for children. A branch from this drive follows the shore, crosses a little neck of water that flows to make the lily pond, and joins the central drive at the monument. But the main western driveway continues past where the flat white flowers float, past a great, open stretch of sod, where ball grounds will be made, and where brave soldiers will parade, and finally meets the central driveway at the entrance on Central Boulevard. Here they will pass out together in an asphalt boulevard by stone and marble mansions to Garfield Park, and from there to the grounds of the World's Columbian Exposition. The unimproved lands of this park cost \$241,157, at a time when Chicago property was very much cheaper than it is to-day.

GARFIELD PARK.

Take Madison Street Cable Cars, marked "Garfield Park."

This park lies four miles directly west of the City Hall. It was formerly called Central Park, but its name was changed to the present one in honor of President Garfield, soon after his death. It lies between Madison and Lake Streets, and runs west a mile and a half from the head of Washington Boulevard. It contains 186 acres. A lake in its center covers seventeen acres. There, as in the other parks, are many beautiful walks and drives, a wilderness of flowers, shady retreats, sylvan glades, pretty boat-houses, and a great conservatory filled with tropical trees and plants. In the lake are two miniature islands. The boat-landing is 300 feet long. Breezy balconies run along three sides of the refreshment pavilion, and from its pleasant piazzas there is afforded a fine view of the lake. Over 40,000 plants are propagated in the conservatory every year. There is an artesian well here 2,200 feet deep, whose waters are wonderfully effective for the cure of some diseases—such as anæmia, indigestion, rheumatism, and kindred complaints. Hundreds go daily to drink of these waters, and many carry away jugs full of the health-giving beverage. A handsome drinking fountain for horses was presented to the park by the Humane Society, the cost of its construction being contributed by Mrs. Mancel Talcot. The analysis of the water is as follows:

	GRAINS.
Chloride of Magnesium,	8.352
Chloride of Sodium,	87.491
Bromide of Magnesium,	0.301
Sulphate of Lime,	1.114
Carbonate of Lime,	14.802
Carbonate of Iron,	0.712
Sulphate of Soda,	13.645
Silicate of Soda,	0.508
Alumina,	traces.
Organic Substances,	none.
Sulphureted Hydrogen,	none.
Total,	146.925
Free Carbonic Acid,	13.44 cubic inches.
Temperature at the Well,	71.4° Fahrenheit.

Water flows from the well at the rate of 150 gallons per minute. A small cataract, known as "Miniature Niagara," falls from a basin on the top of the rocky grotto at the mouth of the well. Here, as in the other parks, are shady retreats, sylvan glades, pretty boat-houses, wooden, stone and iron bridges, and different shaped lawns, with walks and drives, all of which are bordered with trees and beds of flowers. There is a great conservatory filled with tropical plants, giant palms, cork trees, ferns and hundreds of varieties of rare and beautiful trees and flowers, all heightened and made charming by the ingenuity of the landscape gardener's art here displayed. There are three miles of foot-paths and a driveway of about two miles.

DOUGLAS PARK.

Take Madison Street and Ogden Avenue Cable Cars.

To the south and east of Garfield Park, and directly south of Humboldt Park, lies Douglas Park, somewhat smaller than the two previously mentioned, but still of goodly proportions. There are 180 acres in Douglas Park. It is bounded by Twelfth Street on the north, Nineteenth Street on the south, California Avenue on the east, and Alabama Avenue on the west. Ogden Avenue runs diagonally through the park from east to west. It lies on the chain of boulevards, and is connected with Garfield Park by Douglas and Central Boulevards, and with Jackson Park by West Boulevard and others. It has two beautiful lakes, fed by an artesian well, also highly charged with medicinal properties.

There is a spacious conservatory with propagating houses, from which over 70,000 plants are transplanted every year. Base-ball, lawn-tennis and croquet are played on the shady lawns. From the balconies of the unique refectory is had a fine view of the lake, eleven acres in extent, and the most striking vistas of the grounds. In the month of August, in Douglas Park, the Chinese congregate to perform one of their religious ceremonies, which is celebrated by the flying of curious and queer-shaped kites, representing impossible animals, outrageous in design—fitting offsprings of their poppy-fed imaginations! The original cost of the lands of Douglas Park was \$241,157.

SOUTH SIDE.

SOUTH PARKS

Is the name by which Washington and Jackson Parks, connected by Midway Plaisance, are collectively known. There are in all about 800 acres. These grounds now form part of the site for the Columbian Exposition, and will contain many of its finest buildings and most attractive displays.

WASHINGTON PARK.

Take State Street and Wabash Avenue Cable Cars, over Indiana and Cottage Grove Avenues; Michigan Avenue, Drexel and Grand Boulevards, and the Phaetons and Dummy Line from Oakwood Boulevard.

This park lies between six and seven miles south of the City Hall, and extends from Fifty-first to Sixtieth Streets, between Cottage Grove and Kankakee Avenues. It is more than a mile from the lake shore, and contains 371 acres.

In many respects Washington Park may be considered the finest in this system of beautiful surprises. Drexel and Grand Boulevards contribute greatly to its natural beauties. Their entrances to the park are gorgeous panoramas of tempered light, shifting shade and artistic blending of form and color. There are long drives under wide-spreading elms and ancient oaks, whose roots were in the soil before the English tongue had been heard this side the Atlantic. There is the "Meadow," with its hundred acres of velvet sward inviting you to come and bury your flushed face in its fragrant coolness, and a glinting lake covering more than thirteen acres, dimpling and sparkling and showing silvery white through careless openings in the green foliage. If Washington Park cannot boast of a long stretch of pebbled shore whereon Lake Michigan dashes in stormy weather and dances in the quiet days, it can boast of one of the most picturesque little lakes in the world; and it is all its own. This park has also a great conservatory, and in flower plats and foliage painting is far ahead of any of its sisters.

A pavilion known as the "Retreat," where weary ramblers may be served with refreshments to their liking, stands invitingly near its center. As permits for sports are readily obtained, baseball, archery, lawn-tennis and croquet parties select Washington Park oftener than any other for a day's outing. Both Grand and Drexel Boulevards are traversed by park phaetons, making regular trips to Oakwood Boulevard for passengers. These obliging conveyances are said to carry not less than 100,000 passengers during the year. The stable in which the park phaetons are kept is one of the attractions of the park. It is 325x200 feet, and accommodates 100 horses. The portion allotted to the horses is unique and interesting. It is circular in form, and the stalls are ranged in two consecutive rings with an alley between. The horses used to draw the phaetons are all grays, and resemble each other very much in form and deportment. If you take a park phaeton, you may be driven through these stables.

JACKSON PARK.

*Take Cottage Grove Avenue Cable Cars or Illinois Central
Suburban Trains.*

Eight miles to the southeast of the City Hall, along the shore of Lake Michigan, lies Jackson Park, memorable now from having been selected as the site of the World's Columbian Exposition. It contains altogether 593 acres, only eighty-four of which were improved before work was begun on the World's Fair grounds. Its northern boundary is Fifty-sixth Street, its southern boundary Sixty-seventh Street. Stony Island Avenue runs along its western border, and its eastern line is washed by the blue waves of the great lake. It is easily reached by the Illinois Central suburban trains, which run almost constantly, or by Wabash Avenue and Cottage Grove cable cars. Many other lines, both surface and elevated, are projected, and will, no doubt, be completed in time for the great Columbian Exposition. Cercle Français and the Federation of Franco-Belge, two French societies, have undertaken the erection of a bronze statue of Victor Hugo,

to be placed in Jackson Park. The work will be designed by Architect Albert Blitz.

There is much beautiful scenery in Jackson Park of the wild and picturesque kind. The woods are of native trees; and the lakes, which form a sinuous chain throughout the park, were, many of them, the result of the broken and undulating nature of the ground before it came under the cultivating hand of man. The shore along the lake at this point is high and the ground solid. The work which is to be done on these grounds during the next two years will entirely change the topography of the place; but the opportunity will present itself to make Jackson Park, at the close of the Exposition, the grandest park in the city, if not in the world.

MIDWAY PLAISANCE.

This is a woodland drive connecting Jackson with Washington Park. It contains eighty acres, not hitherto improved to any extent. This, too, forms a portion of the site of the World's Columbian Exposition, and will undergo so marked a change that a present description of it would be a waste of words. (See Columbian Exposition.)

GAGE PARK.

A small but neat park of twenty acres, four miles west of Washington Park, at the junction of Garfield and Western Avenue Boulevards. It is covered thickly with trees, and will eventually become a pleasant resting place on the drive around the city.

UNION PARK,

Situated on Washington Boulevard, one and three-quarter miles from the Court-House. It contains 14.3 acres of land, and is one of the most delightful as well as useful parks in the city. It lies between Ashland Avenue, Lake Street, Ogden Avenue and Ashland Avenue; is in a thickly settled portion of the city and is a blessed breathing spot for hundreds of children who, but for it, would have to pass the hot summer days under a burning

roof. This is one of the oldest parks in the city. Some years ago the citizens whose property abutted on the park petitioned to have this pleasure-ground turned over to their care, and their prayer was granted. As a consequence, Union Park was soon in the condition of other parks in charge of the city government. It became a dry and trampled waste. The park commissioners were again given charge of it; and once more it blooms, the lakes sparkle, its fountains dance in the sunlight, beds of flowers perfume the air; there is music of birds and the laughter of children, and all within fifteen minutes walk of the roaring center of the city. The headquarters of the West Park Board are here.

PARKS NOT IN THE SYSTEM.

All the other Chicago parks are in charge of the city government. They are laid out with no particular regard to order, and seem to have become parks through the wise beneficence of Providence rather than through any design of man. As health restorers, they are of incalculable benefit; and, were there half a hundred more of these breathing places in the city, where the children might stretch their limbs and broaden their chests, it would be a glorious thing.

In the west division are Jefferson, Wicker, Vernon, Congress and Campbell Parks. The largest of these is Jefferson Park, a beautiful, shady retreat on West Adams Street, between Troop and Monroe Streets. It has a lake, a fountain, and a grotto. Its walks are well kept, and its trees are wide-spreading, and make friendly shade for the citizens of that vicinity.

Vernon Park is a four-acre strip two miles southwest of the Court-House on West Polk Street, between Center Avenue and Loomis Street. Wicker Park is three miles from the Court-House northwest (take Milwaukee Avenue cars). It lies within an angle formed by the junction of Park, North, Robey and Fowler Streets. It is well kept and attractive. Congress Park contains seven-tenths and Campbell Park five-tenths of an acre.

In the north division are Washington Park and Union Square. Washington Park is on North Clark Street, between Dearborn Avenue and Lafayette and Washington Places. In the north-

west quarter of the block bounded by Goethe, Scott, Aster and Stone Streets, lies a half-acre park, called Union Square. In the south division of Chicago is Lake Park, or "The Lake Front," as it is more familiarly called. It lies between Michigan Avenue and the Lake, and stretches from Randolph Street to Twelfth Street along the blue waters. It has never been cultivated to any extent, and is little used except by the lower class of idlers. There has been so much controversy about the rights of the Illinois Central Railroad in this quarter that nothing has as yet been done towards beautifying this valuable property. With a bridge across the river, such as is now contemplated, connecting the Lake Shore Drive and Michigan Avenue, and with this ground turned over to the Park Commissioners, it could be made a delightful as well as a most convenient resort for those living near the business center of the city. Dearborn Park is nothing more than an uncultivated open half-square on the west line of Michigan Avenue between Washington and Randolph Streets. Groveland and Woodland Parks lie farther south, near Thirty-fifth Street, between Cottage Grove Avenue and the Lake. Each four and a half acres in extent. Groveland is covered by a deep wood of wide-branching elms, through which run serpentine walks, vine-embowered and quietly restful. The Chicago University, which is directly opposite these parks, was, together with the grounds forming them, donated to the city by that gifted son of Illinois, Senator Stephen A. Douglas. For many years prior to his death he lived near this spot, and the mausoleum containing his remains is located on the border of Woodland Park, near the eastern terminus of Douglas Avenue, overlooking the Lake. A noble monument towers above the mausoleum to the height of 104 feet, on the top of this stands a life-like statue of Douglas in bronze, executed by Leonard Volk, a Chicago artist. The monument is a fitting tribute to the distinguished orator, patriot, statesman and public-spirited citizen. The mausoleum and shaft are of granite. At the corners are four bronze female figures, seated on granite pedestals, each inscribed with the character respectively represented, viz: "Illinois," "History," "Justice," "Eloquence." The marble sarcophagus in the crypt bears on its side the following inscription:



THE BEACH, JACKSON PARK.

STEPHEN A. DOUGLAS,

BORN

APRIL 23, 1813,

DIED

JUNE 3, 1861.

"TELL MY CHILDREN
TO OBEY THE LAWS AND UPHOLD THE
CONSTITUTION."

The cost of the monument was about \$100,000. Lying four miles south of the Court-house, between Cottage Grove and Vincennes Avenues, at the Thirty-seventh Street crossing, is Ellis Park, a pleasant little place of three and three-eighths acres. At Thirty-seventh Street and Vincennes Avenue is Aldine Square, an inclosed park of one and a half acres, handsomely arranged, and, like Groveland and Woodlawn Parks, surrounded by elegant and costly mansions. All three, too, are maintained in the same manner, viz: by special tax levied for the purpose on abutting property.

PARK CONSERVATORIES.

Among the most attractive features of the Chicago parks are the conservatories, where, when winter has despoiled the landscape of its foliage and flowers, bloom and fragrance, dainty fern and spreading palm still whisper of the summer gone and prophesy of the summer to come. Visitors at Lincoln Park during this season may wander for hours through its large conservatory, and with each changing glance be delighted by the strange or beautiful in Nature. Here is a sago palm from Mexico, a century old; a tree fern over fifteen feet in height; a *carludonica palmata*, which, if the visitor is fortunate, he may find in bloom; a date palm of great size; and many other rare plants and trees from the tropics. Here are propagated the many varieties of lilies which beautify the park lakes during the summer months. Among them are groups of *Victoria tuberosa* lilies, a North American variety, *Hymphotea Alba* of England, the *Oderete rosea* from Cape Cod, and several species of the *nelumbium* of Japan. All through the summer these, together with water pop-

pics and water hyacinths, spread their variegated blossoms to the sun, and trail their dainty edges in the limpid waters of the lakes; and, when winter comes again, they find safe refuge in the conservatory. There are others from the warm waters of the Nile and Amazon, such as the African lily (a night bloomer), the *Victoria regia* from South America, and the India Sanzibar Africanus, with many other varieties of hybrids which only thrive in waters tempered to 90 degrees Fahrenheit. These have a lake to themselves. Mr. Stromback, chief gardener, informed me that the managers of Lincoln Park were the first to bring these wonderful lilies to Chicago. This conservatory has also a fine collection of chrysanthemums, ferns and orchids. The green-houses at Lincoln Park have a great number of admirers, and visitors are numerous all the year round.

The Washington Park conservatory is another "joy forever." One of its chief attractions is a large aquarium, made picturesque by hundreds of fern fronds, delicately traced, which spring up along its borders and nod gracefully to their reflections in the water below. Giant palms suggest the splendors of the tropics, and the shadowy pathways winding about beneath their interlacing branches bring to mind the pastoral scenes in the lives of Paul and Virginia. In the green-room are large stocks of diminutive plants with tiny leaves of variegated hues. These are for the lawn decorations of the coming summer, but even in their propagation they are so arranged as to make a pretty and artistic display. There is a large assortment of the homely, but for some undefined reason, attractive cacti. In the palm-room is a plant from the West Indies, bearing an edible fruit which is said to resemble honey in taste, and quite a favorite with the natives of the islands. It somewhat resembles the American pawpaw; but the rind is more delicate—so much so as to prevent its being handled for shipment.

Next to the new conservatory at Lincoln Park the one at Douglas Park, erected one year ago, is by far the handsomest and costliest of any of the public green-houses. Its roomy dimensions are filled with the rarest and most delicate flowers obtainable. A large circular basin of water in the east wing is filled with aquatic productions, among which the *Victoria regia* lily

shines supreme. Unique exotics trail or peep from baskets suspended around the margin of the miniature lake, showing an endless variety of blossoms, no two of which are alike. It is an ideal place for the flower lover.

Humboldt Park has also a splendid conservatory. The greenhouses here have the most attractions. A eucalyptus tree, growing indoors in free ground, has reached the height of forty-eight feet. There are rows upon rows of dainty and fragrant flowers growing in banks of emerald verdure, and the air is heavy with mingled perfumes. Graceful ferns climb up rocky ledges, overrun by trailing vines. From a plateau in the center a tropical forest waves its feather-edged leaves or stretches out its broad palms in welcome invitation. The fernery is one of the most artistic and pleasing rooms in the building. There are, beside tuberoses and lilies, hyacinths and orange blossoms, with a host of minor flowers nestling everywhere.

LAKE SHORE DRIVE.

That part of the Boulevard system which is known as the Lake Shore Drive is the grandest portion of that broad belt of yellow roadway, smooth as marble and level as a floor, which encircles the city. Beginning at the northern extremity of Lincoln Park (where it makes connection with the Sheridan Road), it follows the gentle curves of the lake shore through the park to the southwestern extremity of North Chicago, where it is soon to be carried across the river by a steel bridge of light and graceful proportions, with the northern terminus of Michigan Avenue Boulevard at Randolph Street. Through the park the drive is pleasing beyond expression. Rows of large, graceful elms cast their shadows over it from either side. On one hand stretches the Lake, dotted with white sails; its dancing waves bright with sunbeams, or showing green and cool under drifting clouds; on the other, the well-cultivated park, with its tiny lakes and gorgeous flower plats peeping through vistas of trees. Between the park and Oak Street, and fronting on the drive are some of the most magnificent mansions in the city. The State legislature three years ago authorized the Lincoln Park Commissioners to expend \$300,000 on a shore-line defense against the encroach-

ments of Lake Michigan. This sum, while far from sufficient for the completion of the work necessary, nevertheless enabled the commissioners to commence operations, and several thousand feet of beautiful sea-wall has been erected, and many acres of valuable land reclaimed. The work is altogether so valuable and adds so much to the beauty and utility of the drive that there is no question now of its speedy completion. The breakwater rests on piles driven thirty-five feet into the sand. On this foundation granite blocks are laid and securely cemented. A paved beach forty feet wide slopes on a gentle-incline to meet the granitic promenade, and along its inland border runs the boulevard. A more charming promenade could not be imagined. On one side Lake Michigan, beating against the curving sea-wall and dashing its spray high in the air; on the other, a swiftly changing array of carriages, with a background of stately stone dwellings of many shades and numerous styles of architecture, and then the park with all its variegated beauties. The promenade will be three miles long, and is destined to become one of Chicago's most famous resorts. The long, sweeping curves which the constant movement of the waters against the shifting sands of the beach have formed have been religiously followed by the commissioners in the selection of the sea-wall line, thus avoiding the usually tiresome stolidity of such improvements, and giving to the grandeur of a great continuous stone-wall the pleasing sinuosity of a natural shore-line. A regatta course extends along its whole length to Diversey Avenue, the northern limits of the park. When it is completed, which will be sometime during this year, the commissioners will have added to the park 100 acres of land, and given to Chicago the finest regatta course in the world. The sea-wall will be continued to a point opposite Graceland Cemetery. The park will be connected with the new boulevard at three different points. There will be land connection at the north and south ends of the park, and a bridge at a point opposite Webster Avenue. To the east of the regatta course an avenue of trees is to be planted, and from it down to the water's edge will be a sloping lawn decorated in the highest style of the landscape gardener's art. The sandy beach now lying to the west, between the Lake Shore Drive and the regatta course, will be cul-

tivated and become a part of the park. The canal will be about 200 feet wide, and will extend to the northern limits of the park. At the ends it will be widened to 350 feet, to give the boats an opportunity to turn. Between its sloping grassy banks, shaded by avenues of elms and brightened by flower plats, this placid stream will wind its sinuous course; and its bosom will be ruffled, from time to time, by the flashing blades of the best oarsmen. Many other improvements are contemplated for this part of the city, which will eventually make the Lake Shore Drive and Lincoln Park the most famous pleasure grounds in the world.

MICHIGAN AVENUE BOULEVARD

Commences at Jackson Street, and extends south for about three and one-fourth miles to Thirty-fifth Street. It is 100 feet wide, and is completed its entire length. It is a fashionable drive, and runs through one of the richest residence sections of the South Side.

THIRTY-FIFTH STREET BOULEVARD

Commences at the south end of Michigan Avenue Boulevard and extends eastward about one-third of a mile, where it connects with Grand Boulevard. It is sixty-six feet wide, and is completed its entire length.

GRAND BOULEVARD

Connects with Thirty-fifth Street Boulevard at its eastern terminus and extends two miles directly south, where it enters the northwestern corner of Washington Park. It is 189 feet wide; its entire length is bordered with grass strips bearing double rows of trees. Roadways thirty-three feet wide flank it on either side—the one on the east being for traffic, and that on the west for equestrians. These are also bordered by grass strips and a single row of trees. There are many handsome residences along the boulevard, and in pleasant weather it is thronged with pleasure seekers.

OAKWOOD BOULEVARD

Connects Grand Boulevard and Drexel Boulevard at Thirty-ninth Street. It is 100 feet wide, and completed.

DREXEL BOULEVARD

Is a gem in the Boulevard system. It commences at the east end of Oakwood Boulevard, and, running south parallel with Grand Boulevard to Fifty-second Street, turns east for one block, and enters Washington Park one square south of its northern boundary. It is 200 feet wide and 1.48 miles long, and has 3.05 miles of completed driveways. There is a broad central strip throughout the entire length, planted with trees and shrubbery, and ornamented with sinuous walks and grass plats and beds and borders of flowers and foliage plants in various designs. At Fifty-first Street stands the splendid fountain donated by the Messrs. Drexel of Philadelphia, in honor of whom the boulevard was named. Along either side of the central space is a broad driveway as level and smooth as a floor, and thronged on pleasant evenings with vehicles containing representatives of the wealth and fashion of the city, many of them occupants of the handsome villas along the boulevard, or owners of others that are being erected there. Drexel Boulevard was modeled after Avenue l'Impératrice, Paris, and with the highest order of taste in design and of skill in execution, nothing has been omitted that could add to its attractiveness. It is conceded that it surpasses its prototype.

GARFIELD BOULEVARD

Is similar in design to Grand Boulevard, having a broad central driveway with a row of trees and grass plats and shrubbery on either side, outside of which are roadways for traffic and for equestrian exercise, the whole plan being laid within a lane of elms. It is 200 feet wide, and has a total length of three and one-half miles. It leaves Washington Park at Fifty-fifth Street, and extends west along the line of that street to Gage Park.

WESTERN AVENUE BOULEVARD

Is also planned on a similar scale and of kindred design with Grand Boulevard. It is 200 feet wide, and runs directly north from Gage Park to the Illinois and Michigan Canal, a distance of

nearly three miles. It also forms a part of other boulevards which now connect the South Side and West Side parks.

DOUGLAS BOULEVARD,

L-shaped, 250 feet in width and one and three-fourths miles in length, connects Douglas and Garfield Parks, entering the former from the west and the latter from the south. Its plan is essentially the same as that of Central Boulevard. Improvements are constantly being made, and Douglas promises to become one of the most fashionable and popular boulevards on the West Side.

CENTRAL BOULEVARD

Constitutes the connecting link between Garfield and Humboldt Parks. It is a little over a mile and a half in length, and has an average width of 250 feet. The completed driveway, thirty-eight feet wide, is bordered on either side by a slender lawn, with a "bridle path" running along within its outer edge, and fringed with rows of elms. The viaduct arching the tracks of the Chicago, Milwaukee & St. Paul Railway affords a good view of the surrounding country.

HUMBOLDT BOULEVARD

Connects Humboldt Park with Diversey Avenue, which leads to Lincoln Park and the Lake Shore Drive, thus completing the circuit. The boulevard proper is 250 feet in width; but it embraces in its plan Palmer Place, 400x1750 feet, and Logan Square, some 400x800 feet. Its total length is about three miles.

WASHINGTON BOULEVARD

Extends from Halstead Street through Union Park to Garfield Park, a distance of three and one-fourth miles. From Ashland Avenue west it is lined by handsome residences and gay lawns, shaded by beautiful trees. It is 100 feet wide and is a favorite driveway, especially with those living on the West Side.

ASHLAND BOULEVARD

Extends from Washington Boulevard south to the boulevard extensions of West Twelfth Street, thus connecting Douglas and Union Parks. It has many elegant mansions and some of the handsomest churches in the city. It is paved with asphaltum, and is the most perfect drive in the city.



The City's Thoroughfares.

STREETS, AVENUES, BRIDGES, VIADUCTS AND TUNNELS

It has been an almost impossible task for the city to keep pace in its facilities for intramural transit with the growth of its population. The outlying suburbs which a few years ago were nothing but stretches of bare prairie lands have become populous districts, and the question of constant and rapid transportation with the business centers for the inhabitants has been and is still a serious one. Yet no other city in America to-day can boast of so many miles of street railway. Cable and horse car lines penetrate in every direction to the most remote corners of the city; suburban trains on many of the railroads run almost constantly, and two different lines of elevated railroad are now being built. And yet, with all these advantages, there is much justice in the demands of the citizens in many quarters for quicker transportation. The bulk of the city's business, both wholesale and retail, is done within the confines of Polk Street on the south, the river on the west and north, and the Lake on the east. This is in extent not more than three-quarters by one-half miles. When it is taken into consideration that Chicago extends over an area of 178 square miles, it will readily be seen how difficult it is to transport the great mass of people required to do the enormous business transacted here, to and from this small territory. While no other city is so well prepared to handle a great mass of people, there is no other that has so much demanded of it. The working people of Chicago are not content to live in close, ill-ventilated tenements in or near the heart of the city, but seek homes on the



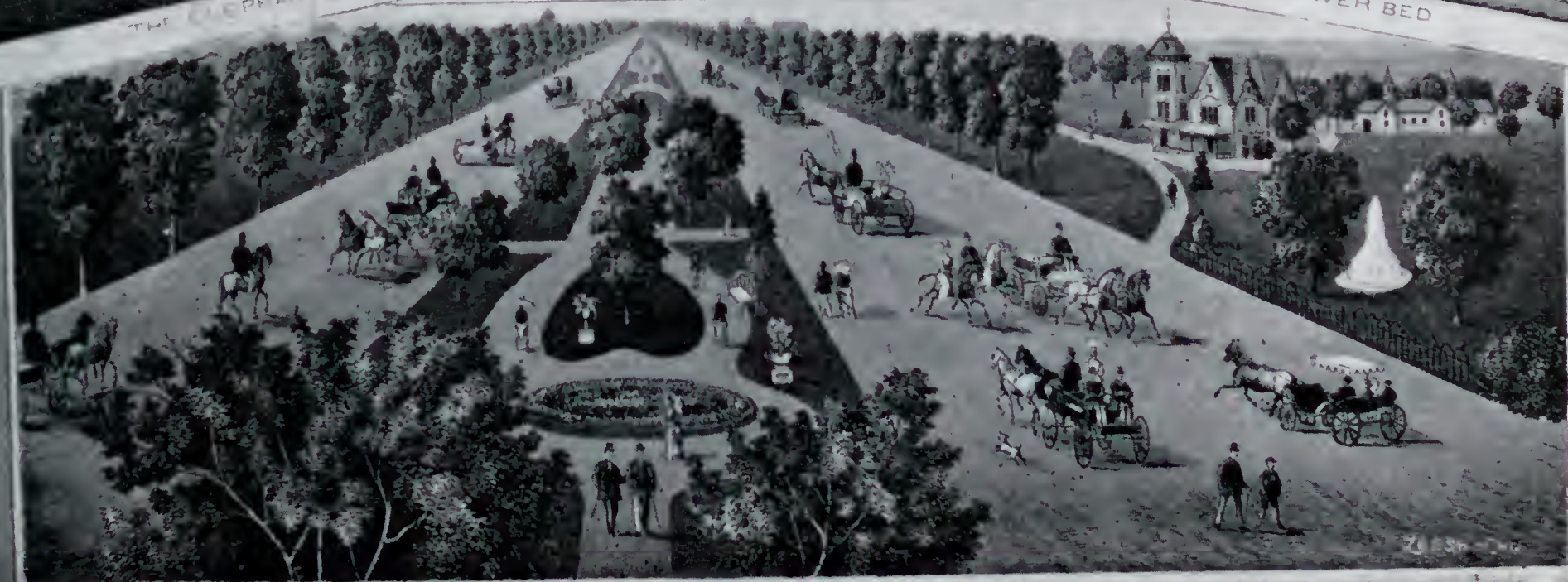
THE ELEPHANT



THE MONUMENT AND GARDEN



FLOWER BED



DREXEL BOULEVARD.

prairies beyond the smoke and dust of trade, where their children may romp on the grass and they themselves may, between their hours of labor, breathe the fresh air and catch a glimpse of blue sky.

Chicago is twenty-four miles long by ten miles wide, and has nearly a thousand miles of streets, more than one-third of which are paved. The names of the principal streets generally indicate their origin. Many of them are named for the Presidents and others who were prominent in the nation or State; the names of people more or less conspicuously connected with the history of Chicago, of the surrounding States, and other equally obvious sources, contributed to the nomenclature. The names of the Presidents and leading statesmen of the country will be readily recognized. Clark Street was christened in honor of Gen. George Rogers Clark, of Kentucky, who acquired military fame in the early contests with the French and Indians. Fifth Avenue was originally named in honor of Captain Wells, who was one of the victims of the Indian massacre in 1812, and that portion of the street which lies in the North Division still retains the name. Ann Street was named after a daughter of the venerable Philo Carpenter; Augusta after another daughter, and so on of many other names of women. In this respect Chicago has shown no lack of gallantry.

The city is laid out in rectangular lines, with the exception of several streets, which were constructed on the routes of the old plank roads, and which consequently radiate to the northwest and southwest. The principal business streets of the city lie on the South Side. South Water Street, which lies next to and parallel with the main river, is largely devoted to the produce commission business. It is always almost impassable from the number of trucks, vans and carts which throng it and the boxes of produce which incumber its sidewalks. Here are brought and distributed daily the various products of the market garden, orchard, field and stream.

State Street is the great shopping street of the city, and on any fair afternoon it can be seen thronged with pedestrians and carriages, and presenting a scene of gayety, wealth and beauty such as is paralleled only on Regent Street, London, or some of

the more notable boulevards in Paris. It was originally much narrower, and was widened to its present handsome and attractive proportions by moving the houses back along a stretch of three miles. Michigan Avenue, Wabash Avenue and State Street, near the river, are all given up to wholesale houses. Michigan Avenue, a few blocks from the river, loses its identity in Michigan Avenue Boulevard (see chapter on "Parks and Boulevards"), the extirpation of which is a favorite residence street, as are also Prairie, Calumet, Indiana and other avenues, containing residences which are palaces in their cost and architectural design and finish. The South Side cable car system covers State Street, Wabash Avenue, Cottage Grove Avenue, and with its horse-car connections penetrates to the remotest confines of the South Side. Archer Avenue, branching from State Street between Nineteenth and Twentieth Streets, takes a southwesterly direction, crosses a branch of the Chicago River, and extends beyond the city limits. It has horse cars, and resembles, in the character of its buildings, shops, people, etc., Blue Island and Milwaukee Avenues on the West Side.

Madison Street is the great east and west thoroughfare of Chicago. The street is well paved from the Lake to Garfield Park, a distance of more than four miles. The street is almost entirely devoted to wholesale and retail business, and one of the most animated in the city. It has a line of cable cars, and is the direct route to Garfield Park, the Chicago Driving Park and the Northwestern Railroad machine shops. Randolph and Lake Streets, running parallel with Madison, are also main business thoroughfares, and each has a line of horse cars, while an elevated railroad is in course of construction above Lake Street. Monroe and Adams Streets, also running parallel with Madison Street, are, east of the river, entirely in the wholesale district; from the river west to Halstead Street, manufacturing is the principal industry. Farther west they are flanked on either side by beautiful residences. Ogden Avenue, beginning in Union Park, runs in a southwesterly direction, passing through Douglas Park, and ending at Twenty-second Street, near the city limits. It has a line of cable cars, is well paved, and has become one of the principal business thoroughfares of the West Side.

From Lake Street south and Halstead Street east to the river is a manufacturing district. Here the great machinery, steam engine, boiler and kindred iron-working concerns are located. Halstead Street, which is reached on Madison Street some five blocks west from the river, is one of the longest streets in the city. It extends in almost a straight line from Lincoln Park to the Union Stock Yards. It has a line of horse cars running its entire length. Retail business flourishes on Halstead Street. At certain hours of the day it is almost as animated as the more aristocratic State Street across the river. Its buildings are not of the best, however, and give the street a somewhat dingy appearance. Its population is mostly foreign. Blue Island Avenue is another great West Side business thoroughfare. It branches from Halstead Street at the latter's junction with Harrison Street, running in a southwesterly direction through the great lumber districts. Foreigners, mostly German and Irish, have full possession of Blue Island Avenue; and, while an immense amount of business is transacted here, its buildings are poor and unpretentious. Milwaukee Avenue, beginning at the river and Lake Street, extends in a northwesterly direction away beyond the city limits. This street was formerly one of the plank roads that connected early Chicago with the country. It is now the home of the Swede, the German, the Norwegian and the Italian. It is known as Dinnerpail Avenue from the great number of working people who go back and forth in its street cars to their daily work in the city.

On the North Side, Clark Street is the leading business street, being occupied mainly by the smaller retail stores. It extends northward beyond Lincoln Park, and is a great thoroughfare. The streets lying near and parallel with the river are largely used by manufacturing establishments and commission houses engaged in handling hides, leather, wool, etc. The preferred residence streets are LaSalle and Dearborn Avenues, Rush, State and Pine Streets, some of the residences being very elegant and artistic in architectural and other ornamentation. Chicago Avenue, from North Clark Street west to the river; Division Street, from North Clark to Clyborne Avenue; Clyborne Avenue, which here has its beginning and extends in a northwesterly direction to the city

limits; and Larrabee Street, running north and south, are all business thoroughfares. They traverse a section of the city inhabited almost wholly by a foreign population—Scandinavian, German, etc.

The residences on the streets referred to as residence streets are generally built of superior materials. Red pressed brick is much used, but stone is the favorite. Of the latter there are many kinds, all varying in color, so that there is nowhere any sameness in the character of the coloring. There is a restful diversity in the forms of the houses on the older streets; each building, having had an independent owner, was built according to his tastes and desires. Block-building has become more fashionable of late, and in many quarters of the newer city whole rows of buildings, each the counterpart of its neighbor, tire the vision with their unbroken monotony. The various materials used in the construction of residence buildings in Chicago add much to their attractiveness. Beside the Joliet limestone, milky white at first, after exposure a rich, soft cream color, is the deep, rich brown of a sandstone from Lake Superior, or the close-grained dark gray of the Buena Vista quarries. A dozen other kinds of material, including the cheerful cream-colored pressed brick of Milwaukee, afford infinite variety of pleasing effects. The churches are generally constructed of rough-dressed limestone of a dark gray, which is a color eminently in harmony with their purpose. The winds blowing alternately from the Lake and from the land do much toward freeing the city of smoke, so that these richly-colored building materials are rarely obscured by stains, and the streets present always the striking effects flowing from the warm, bright, sympathetic colors.

THE BRIDGES.

One of the most interesting questions of intermural transit is the question of bridges. The Chicago river is a navigable stream, and the amount of shipping from its docks yearly is astounding. The river separates two portions of the city, principally given up to residences, from another portion, in which the most of the business is transacted. To destroy the shipping by closing up

the river is not to be thought of. To form some plan whereby travel from one portion of the city to the other will not be interrupted is quite as important to the average citizen, however, as that boats should come and go through the heart of the city to his detriment. Thus far nothing better than the swinging bridge has been devised, and these governed by a wise ordinance which keeps them closed between the hours of seven and eight o'clock morning, and six and seven o'clock evening, although the occasion of many annoying delays and much complaint, are moderately successful. Forty-five bridges in all span the Chicago River. Nearly all are swinging bridges and many of them are operated by steam. Those which have been built recently are splendid steel structures, some of them having four tracks, besides the railed walks for foot passengers. The Rush Street bridge is notable as having the longest draw in the world. Dearborn Clark and Wells Streets have each been supplied of late with new bridges of beautiful architectural design and the most modern improvements. The Adams Street bridge is a marvel of engineering skill. Although two feet three inches lower at the east end than at the west end, it is reversible and its great bulk, 259 feet in length by 57 feet in width, swings noiselessly round on its center truss, without the least friction, one end taking the place of the other as neatly and compactly as though there were no laws of levels and pitches and grades whatsoever. There is a new bridge being built at Madison Street which, it is promised, will be the handsomest structure of the kind in Chicago.

VIADUCTS.

The many railroads centering in Chicago and their numerous intersection with streets are a constant menace to travel. Grade crossings are the rule, and despite gates and other devices thrown about them for the protection of life, accidents are frequent and disastrous. Engineers have long sought to overcome this difficulty, but nothing practical has as yet been proposed. Wherever it is possible the city has insisted on railroads erecting viaducts at the most dangerous crossings. There are now thirty-five of these in the city. The one at Twelfth Street is much the longest

and finest. It extends from Clark Street to Wabash Avenue above the tracks of the Atchison, Topeka and Santa Fe Railroad Company. It is over a half mile in length and cost \$210,000.

TUNNELS.

There are three tunnels under the Chicago River. Two of them, the Washington Street tunnel and the La Salle Street tunnel, were built by the city for the use of teams and pedestrians. They never became popular and were finally disposed of to the cable companies of the North and West Sides. The Washington Street tunnel, which was the first one built, was completed in 1869 at a cost of over \$500,000. Its total length is 1,608 feet. The La Salle Street tunnel was completed July 1, 1871, at a total cost of \$566,276.48. Its total length is 1,854 feet. The West Side cable system demanded the use of another underground passage and the company secured the right to build one between Jackson and Van Buren Streets. It will have, when completed, two sections, one for the lines south of Madison Street, and the other for those north of it. The southern shaft was completed early in this year, and the other is progressing rapidly in that direction.

MILEAGE OF STREETS.

The total number of miles laid out in streets in the city of Chicago is 2,235.71 miles. There are over fifty miles of boulevards and about two miles of viaducts, making in all about 2,290 miles, the greater portion of which will be paved before the close of 1892.

SEWERAGE SYSTEM.

One of the most difficult problems which has presented itself to the city has been the problem of sewerage. The city is so nearly on a plane with the lake, and extends over such a wide tract of country that nature lent little assistance in the disposal of the city's sewerage. Expert engineering has, however, overcome all difficulties. The Illinois and Michigan Canal has been utilized to good purpose. Immense pumping works at different

points on the river cause a continual current from the lake to flow *up* the stream and out through this canal to the Illinois River. A ship canal is to be built, connecting Lake Michigan with the Mississippi River. It will have a channel 160 feet wide and eighteen feet deep, with a current flowing two and a half miles an hour. The cost of this immense waterway is estimated at \$20,000,000. This will give Chicago an excellent sewerage system, and also furnish means for water transportation direct with the Mississippi Valley and the Gulf of Mexico.



Intramural Transit.

CABLE CARS AND THEIR CONNECTIONS, SUBURBAN TRAINS, ELEVATED ROADS, CARETTE LINES.

The City Railway or Intramural Service of Chicago embraces horse cars, cable, electric and elevated railways. They all start from the business center of the city and radiate in all directions to its farthest limits. The street car systems, operating horse and cable lines, are under the control of three great companies, viz: The Chicago City Railway Company, which operates the lines in the South Division; the West Chicago City Railway Company, which operates the lines in the West Division, and the North Chicago Street Railroad Company, which operates the lines on the North Division of the city. The Chicago Passenger Railway Company, which has a large system of horse car lines on the West Side, is practically under control of the West Chicago City Railway Company. The North and West Chicago street car systems are under one management, Mr. Charles T. Yerkes being president of both companies. The South Chicago City Railway Company is an independent line. Chicago has over 400 miles of street railway, including sidings and switches, and the different lines move on an average over half a million persons every day. Taking into consideration the difficulties to be encountered, the service of the Chicago City railways is excellent. Many diffi-

culties, which at first it seemed impossible to overcome, have been conquered, the utilizing of the tunnels has brought the different divisions of the city into uninterrupted communication, and with the addition of the elevated roads, which are now being constructed, and the great number of suburban trains which the steam railways run back and forth almost constantly, Chicago will soon be in condition to handle a population as large as the city of London without delay or friction.

STEAM RAILROAD SERVICE.

The principal railroads with terminals in Chicago operate a line of suburban trains, which are a great accommodation to that portion of the population living at a distance from the city's business center, and the number of passengers which they move yearly is enormous. They have a system of commutation tickets which brings the cost of transportation anywhere in the city limits to from five to seven cents, and the fare to suburban towns beyond is quite as low in proportion to distance. The Illinois Central suburban trains are said to carry more passengers than any suburban line in the world. Over 15,000,000 passengers were accommodated on this line during 1890, and the number for '91 promises to be increased by at least a quarter. The Chicago & North-Western, the Chicago, Milwaukee & St. Paul, the Chicago Rock Island & Pacific, the Chicago, Burlington & Quincy, the Wisconsin Central, the Northern Pacific, the Grand Trunk, the Eastern Illinois, and the Michigan Central, all of which have depots in the business center of the city, do a heavy suburban business. Were it not for the accommodations furnished by these and other lines of steam railway, the cable and horse car lines would be unable to meet the demands of intermural transit, and as it is there are times in the day when they are badly overcrowded.

SOUTH SIDE CABLE SYSTEM.

The first cable car system to be started in Chicago was that of the South Side. This was opened to the public in 1882. It now operates 152 miles of track and 1,250 cars. Its annual revenue is three and one-half millions; its cars have an average speed of ten



GRAND BOULEVARD

miles an hour, and it moves each day more than a hundred and fifty thousand people. It has a wonderfully perfect system—an accident, or even a delay being of rare occurrence. It is remarkable, too, for the harmonious manner in which its affairs are conducted. During its eighteen years of existence it has never had a strike on its lines, or any difficulty with its employes which was not peaceably adjusted. Cars on all its lines pass at the junction of State and Madison Streets, where passengers may select their car, which is plainly lettered along the top, for any point desired on the South Side. Transfer checks are given for cross lines, whether horse or cable, and only one fare is required for the whole distance.

NORTH CHICAGO STREET RAILROAD COMPANY.

The North Side cable car system, with its horse car connections, pretty extensively covers that division of the city. It is well equipped with new cars, and its machinery is the best that could be produced at the time of its construction. Its lines all run through the La Salle Street tunnel, at the entrance of which on Randolph Street cars can be taken for almost any point on the North Side. The route of each car is plainly marked along the top of the car. Conductors give transfers for cross lines at one fare for the trip. The loop on the South Side runs on La Salle Street to Monroe Street, thence to Dearborn Street, thence to Randolph Street, thence to the tunnel on La Salle Street. Cars may be taken at any one of the crossings within this radius for the North Side and no extra fare is charged. This system moves about 200,000 passengers daily.

WEST CHICAGO STREET RAILROAD COMPANY.

This is by far the greatest cable system of the city, and when completed will operate more miles of road than any other company in the world. The horse car lines of the Chicago Passenger Railway are also under its direction, and form a part of its wonderful system which extends over three-fourths of the territory occupied by Chicago. Its capital stock is \$10,000,000. The gross receipts of the company for 1890 were \$3,663,381, and operating

expenses \$2,202,757, leaving a net income to the company of \$1,460,613. It traveled during this time 12,215,903 miles, and carried 75,152,694 passengers, the average cost of each passenger being 2.93 cents. Many miles of cable have been added during the first half of 1891, and the system now moves on an average of 300,000 persons daily. It reaches the South Side by way of tunnels under the river. Its loop at the present writing extends no farther south than Fifth Avenue, but arrangements have been completed with the Chicago City Railway Company for the partial use of State Street, and the loop is to be immediately extended to that thoroughfare. Cars can then be taken at State and Madison for any point on the West Side, as well as the South, which will much facilitate travel. There are two distinct lines in the West Side cable system, one running directly west on Madison Street, with branches covering the southwestern portion of the city; the other running northwest on Milwaukee Avenue to the city's confines. Both lines connect with the down town loop, and the cars for each line are distinctly marked. Three distinct power-houses are required for the operation of these lines, and all are supplied with the latest and most improved machinery and appliances. The principal power-house is located at Madison and Rockwell Streets (West Side). This is 210x225 feet, and is supplied with two engines of 1,200 horse-power each. One is kept going day and night, moving the Madison Street cars; the other is kept in reserve in case of accident. West of Fortieth Street the cars move at the rate of fourteen miles an hour; east of that ten miles an hour is maintained. There is also a Corliss engine in the power-house for the purpose of reversing the cars at Rockwell Street when it becomes necessary. The power-house is of itself an attractive structure. It is lighted by electricity, and surmounted by a large smokestack 175 feet high.

The Milwaukee Avenue line is in operation quite similar to that of Madison Street. Two Corliss engines of 1,200 horse-power each supply the force necessary to move the long line of cars from Jefferson and Washington Streets to Armitage Avenue, in the extreme northwestern part of the city. The speed maintained on this line is about the same as that on Madison Street.

The third power-house is located at Jefferson and Washington

Streets, where also are the offices of the company. Two 500 horse-power Wetherell-Corliss engines are stationed here to supply the power needed to operate the Washington Street tunnel loop. The cars of both the Madison Street and Milwaukee Avenue lines are here delivered to the loop-cable, and by it are drawn through the tunnel around the loop and returned again to their respective cables at this point. The tunnel is brightly lighted by electricity. There is also an electric signal system in operation by which conductor or gripman may communicate with the power-house offices at any time. By this means they are enabled to keep the tracks clear or stop the machinery at once in case of accident. The officers of the company are: President, Charles T. Yerkes; directors, Charles T. Yerkes, W. L. Elkins, J. B. Parsons, R. C. Crawford, David R. Fraser.

Several other transmural companies are formed, and several different lines projected. The Calumet Electric Road is to extend from the South Chicago Rolling Mills by way of Eighty-ninth Street, Mackinaw Avenue, Harbor Avenue, Ninety-third Street and Stony Island Avenue to Ninety-fifth Street. This company will employ the Rae system of overhead wires. Instead of the Thompson-Houston and Sprague systems, which require two small motors for each car, the Rae system employs but one. A speed of from fifteen to twenty miles an hour is secured with entire safety. A part of this system is already in operation, and many new lines projected. These lines, where they do not come in conflict with the city ordinance forbidding overhead wires, are sure to become popular on account of the cheapness and simplicity of their construction and operation.

ELEVATED ROADS.

Construction of the Lake Street elevated railroad, the superstructure of which has been built from Canal Street, near the river, to Union Park, is now at a standstill, owing to some legal complications. There is, however, little doubt but that the road will be finally completed. So far as built it is a substantial structure. It will have two tracks, and in operation will be similar to the New York elevated roads. If it could secure a

terminal on the South Side its extension to the city limits would no doubt be speedily accomplished. Another elevated railroad is projected along Milwaukee Avenue, and still another to occupy Randolph Street. Incorporation papers have been granted to companies having these lines in view, but their construction is not at present beyond doubt.

SOUTH SIDE "L" ROAD.

This is an elevated railroad running from Van Buren Street over the alley between State Street and Wabash Avenue to the city's southern limits. The superstructure is already up the greater portion of the way, and the work will progress as fast as the ground can be cleared. This will be one of the most complete elevated roads in the world. The stations are exceedingly neat and attractive. The rails are of solid steel of the best quality, weighing ninety pounds to the yard. An improved joint gives a smooth surface to the top surface of the rails, and that clicking sound so familiar to travellers on railroads will be entirely abolished. This line, which will be finished and in operation, will lead direct from the business portion of the city to the World's Columbian Exposition at Jackson Park, and will no doubt be a favorite route for visitors at the Fair.

CARETTE LINES.

The carette is of recent importation to Chicago, but it has already become quite a favorite with the great crowd of office workers which pours from the doors of the business blocks in the city at the closing hour, to overflow horse-car, grip-car and suburban train. The carette is built much on the style of the street car, with the exception that it is mounted on wheels like those of the omnibus, but lower. It is drawn by horses and runs on regular lines as the street cars do. Those in Chicago are the property of the Russell Street Carette Company, with offices at 148 South Green Street. The lines run over Madison, Adams and Rush Streets, from Ashland Avenue to Lincoln Park. About forty cars are at present in the service. The route of the cars is cir-

cular, and covers a portion of each division of the city. It is by far the most comfortable conveyance yet introduced to meet the demands of travel on streets without tracks. While it has a much greater capacity than the omnibus, it is much easier of movement, and can discharge and take on passengers with greater facility. Twenty persons can be seated comfortably on the inside, and there is room for at least three more on the seat in front, which is quite as popular as the front seat in the grip-car. Each car has a conductor and driver; and the manner of conduct is much the same as the street car. The carette is a useful and a popular addition to the different lines in operation for intramural transit.



The Railroads.

THEIR EARLY HISTORY—LOCATION OF CENTRAL DEPOTS— SUBURBAN TOWNS, AND HOW TO REACH THEM.

It is a curious fact that for many years after Chicago had become a prosperous city waterways were considered of more importance than railroad lines. It was not until a short railroad line, from Chicago to Galena, had been constructed and put in operation, that the business men of the city awoke to a full realization of the importance of overland transportation. During those earlier years all the energies of Chicago were directed toward the construction of a great canal that was to connect Lake Michigan with the Mississippi River. This, it was urged, would be adequate to bring to Chicago the farm products of the Mississippi Valley and at the same time give Chicago direct communication with the seaboard by way of "the Father of Waters," and the Gulf of Mexico. The attention of Chicago was directed toward the south and west and a more direct route with the Atlantic on the east than that already furnished by the chain of the Great Lakes was considered of importance. The first railroad projected out of Chicago was the Galena & Chicago Union. This was chartered in January, 1837, with an authorized capital of \$100,000.

The charter contemplated propulsion either by steam or animal power. The survey was scarcely begun, however, before the panic of 1837 swept over the country, paralyzing business in all its branches, and the Galena & Chicago Union, with many other promising enterprise, was abandoned. It was revived ten years later, and after a three years' struggle was completed. The first railroad engine ever operated in Chicago was brought to the city by way of Lake Michigan. This was in October, 1847. It was named the "Pioneer," and immediately put to work on the Galena line. This engine is still in existence, the property of the Northwestern Railway Company.

In 1837 the State of Illinois attempted the construction of the Illinois & Michigan Canal, together with some 1,300 miles of railroad. This gigantic enterprise fell to pieces of its own weight. Even the magnificent Chicago of to-day, with its million and a quarter population and incalculable riches, finds the construction of such a canal as was then contemplated a difficult matter, although assisted by the state. What a spirit of enterprise must have stirred the hearts of those early settlers to embark in such a venture. Perhaps, could the panic have been averted, the scheme would have been successful and the Hennepin Canal, which has given rise to so much congressional oratory in the late congresses, might have been a fact, and Mississippi steamboats be now touching prows with the great lake steamers in the harbors of Chicago.

With the completion of the Chicago & Galena Railroad the importance of overland transportation became manifest, and other lines were rapidly constructed. In February, 1852, the Lake Shore & Michigan Southern (then the Michigan Southern & Indiana Northern) entered the city. This gave Chicago her first railroad communication with the East. This line was closely followed by the Michigan Central. The Chicago & Northwestern, the Chicago, Burlington & Quincy, the Chicago, Rock Island & Pacific, the Pittsburgh, Fort Wayne & Chicago, and several minor lines soon after had terminals in the city. Since that time the growth of Chicago's railroad interests is without parallel in the world's history. Every great railroad in the United States has either a terminal here or is directly connected with the city arrangement with a friendly line. Twenty-six independent lines

now center in the city. Several union passenger depots of magnificent proportions and beautiful architecture adorn the central portion of the city, while some, the exclusive property of one company, are no less imposing.

It would be an impossibility for all these lines to secure the track room necessary to receive and deliver freight to the numerous warehouses, docks and manufactories which are everywhere in the city. This difficulty has been overcome by a system of belt railroads, which completely encircle Chicago, crossing every railroad centering here. These lines are for the use of all alike, and furnish ready and direct access to any point of shipping.

Thus the products of a factory on any line of road are easily transferred to any of the other lines, and raw materials from every part of the country delivered at any warehouse or manufactory in the city without change of cars. The first belt road built was at no point more than four miles from the center of the city. It proved so successful that similar ones were put in operation with a wider radius, the one having the greatest circumference being distant twenty to forty miles from the city's center. These lines have caused many manufacturing towns to spring up on the outskirts of the city, some of which have had a surprising growth and are now handsome cities. The right of way has been secured for a new belt line to operate in connection with the World's Fair, which will greatly facilitate the handling of exhibits and at the same time furnish all railroad companies equal opportunities for the transportation of freight to and from the Columbian exposition.

The passenger depots of the principal railroads centering in Chicago are located near the business center of the city, and the greater number of these companies do a large suburban business. The roads that make a specialty of suburban traffic and their central depots are as follows:

Atchison, Topeka & Santa Fe.—Central depot Polk Street and Third Avenue. Take State Street cable line or Dearborn Street horse car line.

Baltimore & Ohio.—Central depot on Lake Front, foot of Monroe Street. Within easy walking distance of the business center.

Chicago & Erie.—Central depot Polk Street and Third Avenue. Take State Street cable or Dearborn Street horse car line.

Chicago & Alton.—Central depot Canal and Adams Streets, West Side. Take cars going west on Adams, Van Buren or Madison Streets. Within easy walking distance of business center.

Chicago & Eastern Illinois.—Central depot Polk Street and Third Avenue. Take State Street cable or Dearborn Street horse car line.

Chicago & Grand Trunk.—Central depot Polk Street and Third Avenue. Take State Street cable or Dearborn Street horse car line.

Chicago & Northern Pacific.—Central depot Fifth Avenue and Harrison Street. Take Van Buren Street cars going west from State or south from Madison Streets, or Harrison Street line.

Chicago & North-Western.—Central depot Wells and Kinzie Streets, North Side. Take Dearborn, State, or Wells Street car going north. Within easy walking distance of business center.

Chicago, Burlington & Quincy.—Central depot Canal and Adam Streets, West Side. Take Adam, Van Buren or Madison Street car going west. Within easy walking distance of business center.

Chicago, Milwaukee & St. Paul.—Central depot Canal and Adams Streets, West Side. Take Adams, Van Buren or Madison Street car going west. Only a short distance from business center.

Chicago, Rock Island & Pacific.—Central depot Van Buren and Sherman Streets. Take cars on Clark Street or Fifth Avenue going south. Within easy walking distance of business center.

Chicago, St. Louis & Pittsburgh.—Central depot Canal and Adams Streets, West Side. Take Adams, Van Buren or Madison Street car going west. Within easy walking distance of business center.

Chicago, St. Paul & Kansas City.—Central depot Harrison Street and Fifth Avenue. Take Van Buren Street cars going west from State or south from Madison Street, or Harrison Street line.

Cleveland, Cincinnati, Chicago & St. Louis ("The Big 4").—



FLORAL GLOBE, WASHINGTON PARK.

Central depot foot of Lake Street. Within easy walking distance of business center.

Illinois Central.—Central depot foot of Lake Street. Within easy walking distance of business center.

Lake Shore & Michigan Southern.—Central depot Van Buren and Sherman Streets. Take cars on Clark Street or Fifth Avenue going south. Within easy walking distance of business center.

Louisville, New Albany & Chicago ("Monon Route").—Central depot Polk Street and Third Avenue. Take State Street cable or Dearborn Street car line.

Michigan Central.—Central depot foot of Lake Street. Within easy walking distance of business center.

Pittsburgh, Fort Wayne & Chicago.—Central depot Canal and Adams Streets, West Side. Take Adams, Van Buren or Madison Street car line going west. Within easy walking distance of business center.

Wabash.—Central depot Polk Street and Third Avenue. Take State Street cable or Dearborn Street horse car line.

These roads furnish such excellent opportunities for reaching the city at all hours that many beautiful suburban towns have grown up for fifty miles out along these lines. They are generally of pleasing appearance and have most of the conveniences of the city, with the added advantages of pure air, wide shady streets, attractive flower gardens and restful lawns. Below we give a list of the largest and most attractive suburbs.

ARGYLE PARK.

Situated on the Evanston division of the Chicago, Milwaukee & St. Paul R. R. It is distant from the city hall five and a half miles. It is a beautiful suburb with wide avenues and macadamized streets. It is connected with the Lake View water works system; has a first class sewerage system, is clean and orderly. The Sheridan and Lake Shore drives afford a charming carriage road to the city for those who prefer their own conveyances to the steam cars.

*GUIDE TO CHICAGO.***AUBURN PARK.**

This is one of the prettiest of suburbs. It is situated on the Chicago, Rock Island & Pacific R. R., nine miles from the city hall. It has a population of 4,500. Many of Chicago's wealthiest and most influential citizens have residences here. Its sewerage and drainage systems are of the best and it has every modern convenience that can add to the health and comfort of its residents.

AUSTIN.

A delightful suburb on the Galena division of the Chicago & Northwestern Railway, but six and a half miles from the City Hall. Population, 4,600. Large elms, oaks and cottonwoods are plentifully planted along the streets and about the lawns. There are pretty parks with flower plats and fountains. Its architecture is diversified and beautiful. An electric street railway furnishes its inhabitants cheap and quick transportation.

BLUE ISLAND.

Among the oldest of Chicago's suburban towns. Located on the Chicago, Rock Island & Pacific Railroad, sixteen miles from the City Hall.

BRIGHTON PARK.

Located on the Chicago, St. Louis & Pittsburgh, and the Chicago and Alton Railroads. It is but seven and a half miles from the City Hall, and while having all the advantages of rural life is yet near enough to the city's center to afford the conveniences of a city residence.

BURLINGTON HEIGHTS.

Seventy-two and a half miles from the City Hall on the Chicago & Northern Pacific Railroad.

CHELTENHAM BEACH.

A pleasure resort, on the shore of Lake Michigan, twelve miles south of the City Hall. Take Illinois Central trains. It

has a large hotel and restaurant, a large exhibition hall, and an immense amphitheater for Pyrotechnic display.

DAUPHIN PARK.

A beautiful town convenient to the World's Columbian Exposition grounds. The Illinois Central, the Michigan Central, the Chicago, Rock Island & Pacific, the Atlantic & Pacific, the Western Indiana and the New Albany railroads come together here. It has beautiful groves, splendid avenues, well paved streets and splendid residences, water works, electric lights and all modern conveniences.

DEERING.

Situated on the Milwaukee division of the Chicago & Northwestern Railway. Location of the Deering Harvester Works. A manufacturing suburb.

DELEVAN LAKE.

Located about thirty-eight miles from Chicago on the Wisconsin Central and the Northwestern railroads. This beautiful suburb surrounds a lake three miles in length by two in breadth. Its cottages are the summer homes of many of Chicago's leading people. Natural groves adorn the sloping shores of the lake. There is a large family hotel and many handsome dwellings, pleasant drives and secluded walks. Numerous boat houses furnish boats for pleasure and fishing parties, and several private yachts and small steamers animate the scene. It is fast becoming a favorite summer resort.

EDGEWATER.

Situated on the Evanston division of the Chicago, Milwaukee & St. Paul Railroad, seven and a half miles from the City Hall. It is charmingly situated just north of the city limits, on a gently sloping eminence overlooking Lake Michigan. The town was originally laid out in a natural forest of beech, birch and maple. Only enough of these were removed to allow space for avenues and buildings, leaving the town itself buried in a wilderness of

foliage. It is the most charming suburb of Chicago. The residences are all of modern architecture, elegant in design, solid in construction and rich in furnishings. Between the spreading branches of the trees a fine view of the lake is presented. Its short distance from the city, together with its many natural charms, make it a favorite residence for the wealthiest citizens.

EVANSTON.

Situated on the Milwaukee division of the Chicago & Northwestern Railway and on the Evanston division of the Chicago, Milwaukee & St. Paul Railroad, on the shore of Lake Michigan, twelve miles north of the City Hall. During the summer season small lake steamers ply between Evanston and Chicago. Trains run at intervals of a few minutes, morning and evening, and hourly during the day. Depots at Wells and Kenzie, North Side, or Canal and Adams Streets, West Side. Steamers at foot of Monroe Street. The town was named for Dr. John Evans, of Chicago, who early took a deep interest in its affairs and gave freely of his wealth to establish those institutions of learning and culture which have given Evanston a national reputation. Its population is now about 9,000. Nothing could be more in keeping with the nature of the inhabitants than the town itself. Art and culture bow sedately to you from the long avenues of stately oaks and elms. Culture and art look with the serene eyes of satisfied contentment from the trim, well kept lawns and regularly designed flower gardens. Art and culture reach out their taper finger tips from residences, sculptured like temples, pillared like palaces. Evanston is the Athens of our suburbs. The centre and heart of learning. If Chicago in general has not yet brushed the dust that comes with money-getting from its garments, the little city of Evanston can be said to have done so. White and clean, with the atmosphere of learning continually about her she looks serenely out over the blue waters of the lake, a fitting goddess of that splendid city just below, which is destined during the next half century to become the literary center of America. Evanston is celebrated for its educational institutions, its churches, its high social advantages, and the cultured character of its inhabi-

tants. A great many of its residents are distinguished in literature and the names of a number are familiar to the English speaking nations.

Chicago is proud of Evanston. Proud of the Northwestern University which has, in a little more than two decades of actual life, won its way to the front rank of the country's educational institutions. The residents of Evanston are a highly educated, refined, pure minded people. While they are among Chicago's wealthiest citizens, they are also among the most liberal, charitable and progressive of her population. The University, has no doubt, influenced the tastes and habits of Evanston to a great degree. It has also sent into the world many graduates whose names have since become household words. The grounds about the university buildings are cultivated as a park. There are several splendid churches, among which the recently erected Episcopal and Catholic edifices are noticeable. The Evanston life saving crew has won enviable fame for its many brave and self-sacrificing acts. Evanston has a free circulating library and a paper, *The Index*, published weekly.

FOX LAKE.

This is one of the most popular of the many summer resorts contiguous to Chicago. It is located on the Wisconsin division of the Chicago & Northwestern Railway, and is distant from the city fifty-one miles. It has many villas to which the wealthier residents of Chicago retire with their families during the summer season. The lake is well supplied with pleasure boats and the disciple of Isaac Walton may here indulge in his favorite pastime with pleasing results. Many social clubs, the members of which have their homes in Chicago, have club houses here with all the accessories for sport and pastime. Trains leave at short intervals for Fox Lake from the Northwestern depot at Wells and Kenzie Streets (North Side) and the Chicago and Northern Pacific at fifth Avenue and Harrison Street.

GENEVA.

This delightful suburban resort is more familiarly known as Geneva Lake. It is about thirty-five miles from Chicago on the

Galena division of the Chicago & Northwestern Railway. Around this beautiful lake many people of wealth have laid out and cultivated grounds until they bloom in joyous beauty. Pretty cottages peep from nests of fir and pine, while the more ambitious oak and pine tower aloft and cast their umbrageous shade over pleasant walks and drive. No more delightful place for a few days rest and recreation could be suggested.

HINSDALE.

This pretty suburb was one of the first to become popular and many business men of the city have long made their homes within its borders. It is situated on the Chicago, Burlington & Quincy Railroad about fifteen miles from the Central Depot in the city. Like most of the suburbs of Chicago it has a wealth of shade trees of the handsomest varieties. Its streets are well paved and numerous roads leading far into the country are bordered with rows of elm and oak. Oak Forest Cemetery is near this place. The residents of Hinsdale are ambitious only that the homelike features of their place may not be disturbed, and the manufacturer who would erect noisy mills and pollute their pure air with the smoke of industry finds no sympathy here. It is located on one of the most elevated spots about the city and commands a very fine view of Chicago with its outlying villages.

LAKE FOREST.

Situated on the shore of Lake Michigan, twenty-eight and a half miles north of the City Hall. It is reached by the Milwaukee division of the Chicago & Northwestern Railway (depot, Kenzie and Wells Street, North Side). It is on the line of the Sheridan Drive from Lincoln Park to Waukegan. Its surroundings are picturesque and romantic. Many Indian legends connected with the early settlement of Chicago are located in this vicinity. The Lake Forest University is located here. The native forest still stands in all its grandeur along the bluff overlooking the lake. The wild magnificence, which must have at one time held court in this forest, has been but partially tamed by the hand of civilization. Beautiful residences stand in the shadow of trees centu-

ries old and the lake beats a wild dirge at the foot of the cliffs which have given them back a sullen defiance for ages. When the Sheridan Drive shall have been completed this will be one of the most interesting points along its entire course.

MAYWOOD.

A manufacturing town situated on the Galena division of the Chicago & Northwestern Railway, ten miles from the City Hall. From an altitude of seventy-five feet above Lake Michigan and twenty-five feet above the Desplaines River, which runs along its eastern borders, it overlooks the country for miles around. It was originally prairie ground, but many years of settlement have given it a magnificent grove of trees, which grow along the banks of the winding river in luxurious profusion. It is quite wealthy in itself, and has first-class educational institutions, handsome churches and many attractive social features.

MORGAN PARK.

So named from its founder, Thomas Morgan, who took up a homestead where the town is located in 1844. It is thirteen miles from the City Hall, on the Chicago, Rock Island & Pacific Railroad. It has the Mount Vernon Military Academy, the Morgan Park (Baptist) Theological Seminary and the Morgan Park Female Seminary. Two artesian wells supply the town with the purest water. It is elevated far above the surrounding country, and the view from its highest point is superb. To the north and east lie South Chicago, Englewood, Washington Heights and Fernwood. To the east Pullman, Kensington and Roseland come into view, away to the south and east winds the tree-embowered Calumet River, and the villages of Riverdale and Gano, while rising silently out of the west are those beautiful homes of the friend to whom we have said the last good-bye—Mounts Olivet, Hope and Greenwood.

OAK PARK.

Located on the Galena division of the Chicago & Northwestern Railway. This beautiful suburb is almost entirely in the

hands of Chicago's most successful business men. It is distant but twenty minutes ride from the Wells Street depot, and affords the best possible advantages for a suburban dwelling. No prettier spot could be selected for a town. Its elevation affords it the best possible sewerage. The ground is broken into gentle undulation, and its close proximity to the center of trade makes a home for the business man here most desirable. Its founders were men of means, to whom a beautiful home with pleasant surroundings, was, after a day spent in the city's turmoil, held an added delight. Almost every dwelling in the confines of Oak Park gives evidence of wealth, taste and refinement. The streets are well paved and kept clean. There is an abundance of shade trees. The dwellings are set well back from the street, and well kept lawns and flower gardens smile on every hand. They have a complete system of water-works and perfect drainage.

WAUKESHA.

Located on the Galena division of the Chicago & Northwestern Railway. Distant from Chicago 104 miles. The waters from the springs of Waukesha have become known the world over for their wonderful curative properties. Their fame has also contributed to make this pretty Wisconsin village one of the most popular of northern summer resorts.

WILMETTE

Located on the Sheridan Road, twelve miles from the City Hall. It is reached by the Milwaukee division of the Chicago & Northwestern road. A pretty suburb, and sure to become popular on account of its location.

WINNETKA.

Located on the Milwaukee division of the Chicago & Northwestern Railway, eighteen miles from the City Hall. The Sheridan Road runs directly through Winnetka, and since steps have been taken to complete that famous drive, it, like all the suburbs which it touches, has improved rapidly. It has the advantages of



CONSERVATORY, GARFIELD PARK.

a natural forest and the lake breezes. The name is Indian, and means "beautiful place," which is very appropriate for this natural strip of woodland, with its cultivated lawns and tasteful dwellings by the side of the lake that "sings the whole day long."

WOODLAND.

A beautiful suburb on the Illinois Central Railroad about nine miles from the City Hall. Its location near the grounds selected for the Columbian Exposition has added greatly to its importance. It is almost surrounded by parks. Jackson Park on the east, Washington Driving Park on the west, with Oakland Cemetery, which is as beautiful as any park could be, on the south. Many handsome buildings for the accommodation of the World's Fair visitors are contemplated in this attractive suburb. It is but twenty-five minutes ride from the city, and those who bring their families to spend several weeks at the Exposition will find here a quiet spot after "the cares that infest the day" to get the rest which a down town hotel could not furnish.



Lake Michigan.

Beautiful Lake Michigan! Thy body is sapphire and thy robes are emerald and gold. The brooch at thy throat is set with a million sunbeams and thy bosom is as the bosom of an innocent maiden in the arms of her lover. Two generations of men have exhausted their energies designing and constructing decorations for thee, and thy limbs are weighted with the glories of their handiwork. And chiefest of these is Chicago.

There can be nothing finer than a view of this city on a clear day from the deck of a steamer a few miles out from shore. For nearly thirty miles it sweeps a beautiful crescent about the lake, its hundreds of lofty spires flashing in the sunlight; its grand piles of parti-colored granite structures cooling their brows in the

drifting clouds. At the head of that liquid chain of linked seas, which form a grand internal and international waterway, Lake Michigan is of as much importance to the commerce as she is necessary to the sequent beauties of the country. For many years Lake Michigan was the only commercial highway from the great northwest to the Atlantic seaboard. The numerous railroads of later years have robbed her of a goodly share of the enormous traffic which is hers by natural right. But nevertheless her ships carry an immense amount of merchandise, in despite of fierce railroad competition. And if swifter emissaries have despoiled her of the dead and senseless freight, no invention of man will ever construct a car so palatial or an engine so swift as to furnish for the quick and sentient a trip so enjoyable as that afforded by a well equipped steamer taking its undulating way through the singing waters.

Several new boats, elegant in design and finish, with a speed of twenty miles an hour, have been launched lately at Chicago. These became at once popular with the traveling public, so much so that they are unable to accommodate one half of the business offered. The coming year several new boats will be launched and the lake carrying trade greatly increased.

The Graham & Morton Company have three steamers plying constantly between Chicago and St. Joe and Benton Harbor. The finest of these is the *New Chicago*, a double deck screw steamer capable of accommodating five hundred passengers. It is a handsome vessel with a speed of twenty miles an hour. The interior decorations are of mahogany and rosewood. The furniture is upholstered in silk plush, the carpets are elegant brussels, and the staterooms large and well furnished. The steamer is lighted by incandescent lights.

The Goodrich line, which sends its ships as far as Buffalo, has also several first-class steamers afloat. The *Virginia*, which was but recently launched, is one of the finest screw steamers in the world. While not as large as the ocean steamers, it is more elegant in its appointments and richer and more elaborate in finish. It is now engaged between Chicago and Milwaukee, making the round trip every twenty-four hours. This company has also several other splendid vessels in course of preparation.

Chicago Harbor.

The government harbor is being constantly improved and will eventually be one of the largest, safest and most sheltered harbors in the world. The harbor proper covers an area of 270 acres with communicating slips along the Lake front covering about 200 acres more, making in all 470 acres. In addition to this the river for several miles inward has a depth sufficient to float the largest lake vessels, giving safe anchorage to innumerable craft. A great breakwater, erected at enormous expense, runs parallel with the shore at a distance of three-quarters of a mile. It is 5,436 feet in length and rises ten feet above the surface of the Lake. A wide smooth pavement will extend along the top on the Lake side, affording a delightful promenade. Other piers are in course of construction, both to the north and south of the river's mouth, which will give protection to vessels entering the river and also afford excellent boating privileges. The sea wall and breakwater now being built along the Lake shore will form a regatta course which will be unequalled. Many small excursion boats ply constantly between these piers and the city. Many more will be added for the accommodation of World's Fair passengers, and these, with the improvements now going forward, will give to Chicago Harbor a gay and animated appearance.



Public Buildings.

POST OFFICE AND CUSTOM HOUSE.

The Post-office and Custom-House occupies the square bounded by Dearborn Street on the East, Jackson Street on the South, Clark Street on the West and Adams Street on the North. This building upon which a half million dollars was expended was never satisfactory either from an architectural or a practical point of

view. Even in its earlier days its arrangement was unsatisfactory for the transaction of the Government business and postal needs of the city has since far out-grown the building's capacity. The uneven settlement of the structure has caused accidents to the walls which arouse alarm, and the Government is being urged to erect a new building in its place. Nothing further than an appropriation of \$50,000 for the purpose of repairs has been secured, but it is the opinion of experts that the building must at no distant day be torn down or it will fall of its own accord.

THE GOVERNMENT APPRAISERS BUILDING.

The building, which is used for storage and office purposes by the Government appraisers, stands at the north corner of Harrison and Sherman Streets, with a frontage on both streets. The principle entrance is on Harrison Street. From foundation to roof the structure has been built with a view to solidity and strength, and the contractors claim that it cannot be sufficiently over-loaded with merchandise to affect its stability in the least. It is likewise fire-proof and braced and anchored throughout.

The building which is constructed of Connecticut brown stone, beams and girders of steel, consists of eight stories and basement. The height is 125 feet. The Sherman Street frontage is eighty-five feet and that on Harrison Street sixty-five feet. In architectural style the exterior is modern. But little attempt has been made at carving, although there is sufficient to relieve the exterior from plainness, and render it pleasing to the eye. Around the building is a forty-foot driveway, permitting ease of access to the freight-doors on all sides.

The interior finish is simple but neat and in keeping with the outward solid appearance. White oak, highly polished, is used exclusively for woodwork, excepting for flooring in office and storage rooms, where yellow pine is substituted. In the corridors tiling is utilized for floors, and the walls here and around the stairways are of imported enameled brick. The plastering is all laid on fire-proofing. Iron stairways to the left of the main entrance and one passenger elevator furnish people the means of entrance and exit. Two large freight elevators are also provided for the handling of merchandise.

In the basement is located the heating apparatus. The four floors above contain offices, but goods will be stored on these floors as well as those where no partitions have been made for office rooms. The windows are provided with plate glass and protected by steel shutters.

The construction was commenced in the spring of 1889. The contract price is \$218,000, not including heating plant and elevators. These will bring the total cost close to \$240,000.

THE INTER-STATE EXPOSITION BUILDING.

No other building in Chicago is so familiar to the people of the country as the Inter-state Exposition Building. Beneath its spacious roof, year after year, have been exhibited the rich products of field, forest and mine, together with the ingenious and useful contrivances of man, from the tiny puzzle-maker to the mammoth thresher. The hum of machinery softened by the music of playing fountains, has filled the air, while people of every state and nation touched elbows about the display stands. Here too the voice of Conkling, and Garfield, and Logan have been heard in impassioned oratory. High ambitions have been crushed and modest worth exalted in the numerous conventions, national and state, religious and secular, that have been held within its walls. There is some talk of its being removed so as to give the citizens residing on Michigan Avenue, at this point, an unobstructed view of the lake; but it would seem, a structure so useful, and which is so rich in association should remain untouched, at least, until the conclusion of the World's Fair. The building is nearly 800 feet in length, by 240 feet in width. It has three lofty towers, and its roof is supported without the aid of pillar or column. The view of the entire interior is thus unobstructed. It will readily accommodate 20,000 people.

BOARD OF TRADE.

The Chicago Board of Trade is perhaps the best known, and most influential commercial organization in the world. No other institution of its kind in existence exerts so great an influence over the welfare of mankind. The traffic in bread stuffs, everywhere

is practically regulated by it. The transactions of the London Exchange, the Bourse of Paris, or the Stock Exchange of New York are of far less importance to humanity in general, than are those of the Board of Trade of Chicago. It has a membership of 2,000 shrewd, energetic, and enterprising men, and in its great building at the foot of La Salle Street, fortunes are made and lost with almost every tick of the clock. To be a member of this great commercial body is considered one of the greatest honors to be won in the field of commerce, and a disreputable transaction, or a contract repudiated is sure to bring odium upon the operator and place him beyond the pale of speculation with his fellows for all time.

The volume of regular business transacted by this body for the year, runs into the billions, and the speculative business of the board as indicated by the clearing house reports for the last year, shows the amazing increase of 31,000,000 over those of 1889.

This organization was founded in 1850, and was incorporated with thirteen subscribers. For many years they transacted business in the old Chamber of Commerce Building at the corner of La Salle and Washington Streets. It now occupies a beautiful new building at the foot of La Salle Street, near the Grand Pacific Hotel.

The structure is of granite, unique in design, and covers a space of 225 by 174 feet. It is surmounted by a tower, tapering into a pinnacle 322 feet above the pavement. Upon its extreme point glistens a metallic weather vane, the largest in the world, in the shape of a lake schooner, fifteen feet in length, with rigging in proportion. From the street below it looks no larger than a toy ship.

The building is massive in proportion and from the look-out balcony which surrounds the tower a fine view of the city is obtained. The first floor of the building is given up to private offices, telegraph offices, etc.

The great exchange hall occupies a space of 174 by 155 feet, and is eighty feet high, with a glass ceiling 70 by 80 feet. Within this chamber a large five story block might be placed with ease.

The decorations of the interior are elaborate and elegant.

Above the main floor two galleries are erected, one for the invited guests, and the other for the general public, open business hours. Here the visitor may gain a perfect view of the operators on the floor, hear the hasty and inarticulate utterances of the excited operators, and view a scene impossible to describe and still more impossible for the average visitor to understand.

THE ART INSTITUTE.

No finer exposition of modern architecture can be found in the city than that presented by the Art Institute building. The eye lingers on this structure with a restful pleasure. The material used is a brown stone. The building, while of much smaller dimensions than its near neighbor the Auditorium, attracts quite as much attention and applause. It is located on the corner of Michigan Avenue and Van Buren Streets, looking across the boulevard to the lake beyond, plashed by white sails and dotted by small steamers.

This admirable institution owes its birth and origin to a few liberal minded men of Chicago, in whom the love of the beautiful had outlived the struggle for gold. These gentlemen not only contributed liberally of their means to construct the building, but have since lent their influence and judgment to the school, which is rapidly becoming prominent among the first of its kind in America. Even its founders were unprepared for the advance which Chicago has made in the direction of art during the last ten years. The building which they supposed would answer the requirements of its patrons for half a century at least, is already proving inadequate for its uses, and will be disposed of that a larger one may be built. The original cost of the Institute building and grounds was about \$275,000. Many priceless pictures hang upon its walls, either loaned or donated. The value of the collection of art now on exhibition at the Institute is said to be more than \$6,000,000. The Institute is open to visitors every day and evening.

The Chicago Art School is carried on in the Art Institute building. This school has already graduated pupils whose work has won them an enviable reputation, and whose personality will

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help hasten the time, nor far distant, when Chicago will become the literary and art center of America. In the Art School are the following classes: Costumed Life Class, Nude Life Class, Painting from Still Life, Classes in the Antique, Modeling, Perspective, Saturday Sketching Class, Artistic Anatomy, Ornamental Designing, a class intended for children and teachers called the Saturday Class, with hours from 10 to 12 a. m., Evening Life and Antique Classes, Architectural Class, Class Lectures on Antique Sculpture, and Composition Class. Regular school hours are from 9 a. m. to 4 p. m. The Fall term begins September 29, and closes December 20. Winter term from December 29 to March 21. Spring term March 23 to June 13. Pupils may enter the Elementary Class at any time without examination. Tuition fees are reasonable, the object of the Art Institute being to maintain a school of art in Chicago which shall do honor to the city and cultivate in its citizens a love for this most refining and ennobling of the arts.

THE CHICAGO SOCIETY OF ARTISTS.

This society, which was organized but little more than three years ago, is now in a flourishing condition. The rooms of the society are on the seventh floor of the new Athenæum building, 16 to 26 Van Buren Street. These rooms were designed expressly for this society, and are not only beautiful in their appointments, but afford the best possible lights both for painting and displaying pictures. Many fine compositions of local artists are on exhibition here, and a visitor to these rooms will be well repaid.

THE AUDITORIUM.

The fame of this magnificent structure has already gone forth to all the land. The eloquent Chauncey M. Depew said of it, that having seen all the grand and noted buildings in the world, the grandest of them was the Auditorium of Chicago. It has at least no rival on the American continent. The eye cannot take in its colossal dimensions from any point of view other than the deck of a steamer a mile or so out from shore. Seen from such a



THE AUDITORIUM.

point of vantage its grandeur becomes apparent. It dwarfs all other objects in the view. Could this building have been placed on an elevation, the world could not offer another work of man so stupendous. It has a total street frontage of 710 feet. The main building is 145 feet high, and the great tower, which has the dimensions of an ordinary office building, is 125, making a total height of 270 feet. The tower is 70 by 41 feet, which is about one-fifth the area covered by the foundations. The first two stories are granite, laid in mighty blocks, some of which weigh over twenty tons. The remaining stories are of building stone. Colossal granite pillars support the magnificent arches which form the entrances on Michigan Avenue, Congress Street and Wabash Avenue. The weight of the entire building is 110,000 tons, and yet so intelligently was the foundations laid that the building in settling has never disturbed the walls to the line of a hair. Taking into consideration the unstable condition of the soil on which Chicago is built, this is a most wonderful feat of engineering. The interior of the Auditorium corresponds in richness with its outward proportions. Very little wood entered into its construction. Iron and brick were used for the coarser work, terra cotta and marble where finish was demanded. The building contains \$600,000 worth of iron work, 800,000 square feet of terra cotta, 175,000 square feet of wire lath, 60,000 square feet of plate glass, twenty-five miles of gas and water pipes, 230 miles of elastic wires and cable, 10,000 electric lights, eleven dynamos, thirteen electric motors and other necessary appliances in proportion. There were 50,000 square feet of Italian marble used in laying the mosaic floors. These floors contain 50,000,000 pieces of marble, each piece being put in by hand. The walls in the public part of the building are mostly finished in old gold and terra cotta.

The Auditorium comprises within itself a grand opera house, a magnificent hotel, a mammoth office building, and a tower of observation, which overlooks the entire city. The world cannot point to another such pile of magnificence, usefulness and beauty, and yet it was begun and completed in a little more than two years' time, an unrivaled example of modern enterprise and engineering.

To Mr. Ferdinand W. Peck is due the credit of originating the

enterprise which has given to Chicago the finest assembly hall in the world. There are about 300 citizens interested in the enterprise. The first shovel full of earth thrown in preparation of the Auditorium's construction was on January 20, 1887.

During that year 250,000 tons of granite, necessary to the construction of the two first stories, were brought from Maine and Minnesota, and the corner stone was laid in September of that year. These two stories were enroofed in time for holding the Republican convention in the building in the following June. Twelve thousand people tested the capacity of the hall on that occasion, and when Harrison was nominated the delegates went back to their respective States to tell their constituents of the wonderful building which Chicago had built in almost a night. On October 2, 1888, the cope stone on the tower's top was laid by the masons with impressive ceremonies, and on December 9, 1889, less than three years after the earth was broken on its site, occurred the grand opening, at which were present the President of the United States, many State governors, with dignitaries and scientists, orators and musicians famous everywhere. It was a red letter day for Chicago and the monument to her industry, enterprise and achievement looks grandly down upon every visitor who moves along the beautiful boulevard of Michigan Avenue.

THE MASONIC TEMPLE.

The Masonic Temple is located at the corner of State and Randolph Streets. It has a frontage on the former street of 170 and on the latter of 114 feet. When finished it will be twenty stories high, towering in the air 265 feet above the street. It is built in the modern style of architecture, a harmonious blending of the ancient and medieval forms. Wisconsin granite is used in the construction of the first three stories, above that a gray fire brick. The facades, arches and supporting pillars are all massive in appearance and add greatly to the rhythmic grandeur of the whole structure. When finished it will divide honors with the Auditorium. The building of such a temple was never dreamed of by any organization before. To the late Norman T. Gazette, who was tireless in his endeavors to secure the means for such an en-

terprise, the city is to a great extent indebted. It is a monument worthy of his ardor for the order and his enthusiastic belief in the final completion of the edifice.

A magnificent interior court will extend from the first floor to the roof, its sides faced with differently shaded marble. On the east side of this court a magnificent bronze staircase will rise to the topmost floor. The floors will be mosaic, the walls marble and onyx and wherever wood is used it will be old oak highly wrought and polished. Fourteen passenger elevators running from basement to roof will make individual trips every three minutes. In the basement will be a grand café. Several of the floors will be given up to shops or booths, a unique idea and one entirely new to this city. The sixteenth, seventeenth, eighteenth, nineteenth and twentieth stories will be sacred to masonry and furnished with magnificent splendor. There will be a great drill hall, blue lodge rooms, rooms for the consistories, the commanderies, a fine banquet hall and handsomely furnished parlors. The Apollo Commandery, of which the founders of this temple are members, will occupy an entire floor. This is one of the largest and wealthiest commanderies in the order.

THE TEMPERANCE TABERNACLE.

This temple is being built by the W. C. T. U. and will be one of the handsomest buildings in the city. The building is 190 by 90 feet and will be eleven stories high, and will cost when completed about \$1,100,000. The architecture is modern and strikingly original. The materials of the first two stories are of a dun-colored granite, delicately veined with pink. The remaining stories will be of Anderson fire brick. The building has a look of solid grandeur, and is by far the handsomest building of all the handsome buildings that line La Salle Street. For ten stories the building retreats in a well-defined line from perpendicular. The roof, which begins at the tenth story, is broken into turrets. Thus the three upper stories form a pleasing contrast to the more massive walls below. From the center of the turrets the building will be surmounted by a statue of a woman kneeling in prayer. Three banks will have their offices on the first floor. Here also

will be Willard Hall, so named for Miss Frances Willard, so long prominent as a worker and lecturer in the temperance field. Eight thousand people can be seated in the audience room, and the galleries will hold perhaps as many more. A wide hall on Monroe Street will give entrance to the auditorium. The windows of this hall will be memorial windows; a fountain will play continually in the center of the amphitheatre, while from exalted niches will look benignly down the marble busts of those who labored through life unceasingly for the temperance cause. The building will be devoted principally to offices, the rent of which will be expended in temperance work.

CHAMBER OF COMMERCE BUILDING.

This handsome building stands on the site of the old Chamber of Commerce, in which the Board of Trade operated for several years previously to moving into their own building at the foot of La Salle. The new Chamber of Commerce is built of light gray faced stone; the style of architecture adopted gives the building a light and airy appearance very pleasing to the eye. This impression is heightened by the appearance of the interior, which is finished in Italian marble. The Chamber of Commerce is strictly an office building; five hundred light and commodious offices sweep round the great court which rises from the mosaic floor of the first story to the mammoth skylight which covers the twelfth story far above. Up the south end of the court climbs a bronze staircase. There are a dozen elevators in the building which take one to the top floor in a little more than a minute's time. Through the great stretch of glass, which forms the roof above the court, a mellow light streams in, and the offices on every floor extending, as they do, from the court to the outside of the building, are always light and well ventilated. A town of two thousand persons could find lodgment in the building. There is, perhaps, as much business transacted every day in the Chamber of Commerce Building as is transacted in any one of several state capitals.

THE ROOKERY.

The Rookery is located at the corner of Monroe and La Salle Streets. The curious name it bears was originally given to a rambling brick ruin, put up hastily after the great fire, and used for years thereafter as the City Hall. Some clever wag gave to this tumble-down shell the title of "The Rookery," and so apt a title clung to it until it was torn away to make room for the superb structure which took its place and its name as well. And so what was originally coined as a term of contempt or derision has come to signify all that is rich and splendid in architectural construction. Among all the costly buildings which lift their heads high above the smoke and noise of the city, there is none that, for rugged strength of outline or splendor of decoration, can compare with the Rookery. Its floors are of the richest mosaic; its walls of the most spotless marble; its stairways broad and curving as those of a king's palace; and all its decorations of that massive style which inspires the admiration of the meanest mind and stirs to awe the soul of greatness. The Rookery cost \$1,500,000. The building has six hundred magnificent offices, each finished with the same rich care and elegance which marks the building throughout. There are two groups of elevators, one at the Monroe Street entrance and one at the La Salle Street entrance, running continually. Thirty-five hundred persons are occupied in the building during business hours.

THE MARSHALL FIELD BUILDING.

Between the lines made by Adams, Franklin, Quincy Streets and Fifth Avenue stands one of the grandest monuments to the business talent of one man that the world can show. The building covers the entire square of ground. It is built entirely of red granite, many of the stones in the first story weighing more than twenty tons each. If Marshall Field & Co. do the biggest dry goods business in the world, they have certainly the finest building to do it in. The architect who planned this building, conceived the idea of using the lightest kind of pine for the interior of the building, so that in case of fire it would burn out quickly and leave the walls intact. Iron girders, while they are not in-

flammable, once they become heated, warp and twist to such a degree that the walls which they were put in to support are ruined by them. Marshall Field's building, if it should take fire, would, so far as the walls are concerned, be but little damaged. This great structure was built in less than two years. It is said to be the largest mercantile house in the world. No mark anywhere on the walls of the building informs the passers-by what the magnificent structure is used for or to whom it belongs. At the Adams Street entrance a small brass plate, let into a stone on one side of the arch, bears the simple announcement, "Marshall Field & Co." Thus it is to be known.

THE ARMORY.

Take Wabash Avenue Cable Cars to Sixteenth Street.

The First Regiment, I. N. G., was organized twenty-one years ago. At its first meeting in August, 1874, forty-eight men were enrolled. It now has an enrollment of 530 men. During the troubled times of 1875 when the Relief and Aid Society was threatened by a mob, it did good service, and again in 1886, when previously to the Haymarket riots the destruction of the city was threatened by strikers, this regiment was instrumental in checking the riotous demonstrations at the Union Stock Yards and other places in the city. For several years the regiment has had headquarters on the Lake front adjoining the Exposition building. A few years ago several patriotic citizens began the work of raising a fund for the purpose of building an armory which should in some measure correspond with the strength and comeliness of the gallant First, and the massive stone structure at the northeast corner of Sixteenth Street and Michigan Avenue is the result. The building, which is built of stone in massive blocks, is 64 by 174 feet, and would prove a formidable structure in case of siege. It has at once a grand and war-like appearance. The walls are thirty-five feet high, above which rise massive battlements crowned with turrets. The entrance is a great arched doorway through which a full company abreast might march. The windows are guarded by steel bars. The interior is richly finished in stone, brick, iron and heavy oak. The drill hall occu-

pies the entire space on the first floor. Stairways lead from the first floor to the visitors' gallery. The quarters of the field and staff officers are on the second floor. There are company quarters and squad drill rooms above. There are comfortable quarters for non-commissioned officers, orderlies and veterans; also a drum corps room and a gymnasium. On the first floor is a banquet hall, 30 by 50 feet, elegantly finished in old dark oak. The First Regiment, I. N. G., have the largest and most complete militia building in America.

OTHER BUILDINGS OF INTEREST.

To give a detailed description of all the noted buildings which have been built in this city during the last ten years would require much more space than this little book allows. Almost all the great buildings which are the result of the prosperity and growth of this city are substantial, rich and convenient beyond precedent. Story after story has been added to their height, as the ground increased in price, until one is no more surprised to hear of a twenty-story building than he would have been a few years ago at the mention of one six stories high. Among the most attractive buildings in the business center of the city are:

Home Insurance Building.—Located at 205 La Salle Street, near the Board of Trade.

The Tacoma Building.—Located at the corner of Madison and La Salle Streets. One of the first high buildings to be built.

The Owings Building.—Located at the corner of Adams and Dearborn Streets. Interesting for its great height and its peculiar style of architecture.

Manhattan Building.—Located on Dearborn street near the Post-office. A beautiful office building sixteen stories high. A little farther south on this street are

The Monon Building, a splendid twelve-story structure;

The Caxton, a new fire-proof office building of twelve stories in height; it is built of terra cotta and pressed brick. From the eastern windows on the upper floors, one can have a glorious view of the lake. This is one of the most attractive office buildings in the city. Many of the buildings now being built in the

city will be from sixteen to eighteen stories in height; all are built of stone, fire-proof brick, and iron, and as near fire-proof as it is possible for buildings to be.



Theatres and Amusements.

Whoso may come to Chicago, from whatever part of the world, will find theatres quite as grand and amusements quite as praiseworthy as those he left behind him. While Chicago theatrical managers may not be able to boast of two and three "runs" for a single play, they can truly say that in no city of the world are there more beautiful theatres; neither is there any other city where plays are better staged and mounted. Every great foreign company coming to this country visits Chicago, where they are sure of large and appreciative audiences. The round of amusements for any season will compare favorably with those of London, Paris or Berlin. Many plays which have won popular favor have had their first hearing in Chicago. The long series of Arabian Nights entertainments, which have become universal favors, were all Chicago productions. The architectural beauty of the Chicago theatres and their elegant interior furnishings have been warmly praised by notable personages from foreign lands, and even the citizen of this wonderful city by the inland sea, who is satisfied with nothing that does not border on the impossible, is fain to give his approval of the splendid play-houses of Chicago.

Beside the regular theatres there are numerous other amusement halls and places of interest, where the visitor may find pleasure and instruction. That strangers may have no difficulty in finding such places as they may select, we give under this head a list and short description of those most likely to prove attractive.

ALHAMBRA THEATRE.

Located at the corner of State Street and Archer Avenue. Take State Street cable car. The Alhambra is a handsome



MASONIC TEMPLE.

theatre with a seating capacity of twenty-five hundred. The interior is finished in restful shades of salmon intermingled with a delicate pink. It is modern in construction and provided with numerous and roomy exits. The stage is forty-five feet deep, twenty-five feet wide at the front. It is one of a circle of theatres under the management of H. R. Jacobs.

AUDITORIUM THEATRE.

Located on Wabash Avenue and Congress Street. Take Wabash Avenue or Cottage Grove Avenue cable cars. The magnificent proportions of this theatre, which is a part of the great Auditorium building, has never been equalled. The main object of the projectors of the Auditorium was to give Chicago a theatre in which might be produced the works of the masters of song and story, and at such prices of admission that the toiler as well as the millionaire might feast his soul on the glorious harmonies of Wagner and Beethoven. A theatre alone large enough for such a purpose would necessitate an expenditure which could promise no adequate return for the investment. The genius of Mr. Fred. W. Peck suggested a mammoth building of which the theatre would be but a part, and from which the combined returns would give the stockholders a liberal dividend. The idea was adopted and the result has proved the wisdom of its author. As a consequence Chicago has the largest, grandest and most complete amusement hall in the world. The best orators, singers, actors and artists of this and foreign countries have pronounced in its favor. The acoustic properties of the Auditorium theatre are perfect. The main floor and galleries have a seating capacity of 4,050. Aside from this there are forty boxes, supplied with luxurious chairs and sofas and richly hung in delicate tints of finest plush. The second balcony and gallery can be shut down on occasion, reducing the size of the theatre about one-half. More than 5,000 incandescent lights illumine the house and stage. The interior is finished in soft dull gold delicately shaded. The orchestra accommodates one hundred musicians.

The stage is large enough to accommodate a chorus of 500 voices. It is sixty-nine feet deep and ninety-eight feet wide.

There are 6,862 square feet of available stage room. Stage changes are made by the use of hydraulic machinery by the simple movement of a lever. Grand opera, oratorios and tragedy find here a fitting home. One of the largest organs in the world, and said to be the most perfect musical instrument ever built, is located in a compartment behind the north wall. It contains 7,193 pipes and swell, and is divided into seven parts, viz.: great, pedal, swell, choir, echo, solo and stage. There is no musical effect but what may be produced from this grand instrument.

The great political conventions find the Auditorium Theatre well adapted to their needs, and the central location of Chicago, its splendid hotel accommodations and its delightful climate make it the most popular convention city in America.

BATTLE OF GETTYSBURG PANORAMA.

Located on the northeast corner of Wabash Avenue and Panorama Place. Take Wabash or Cottage Grove Avenue cars. An historical representation of one of the great battles of the Civil War. From a central elevation you view the contending armies in the full heat of strife. Look where you may you see wide stretches of country dotted by small groves, with fields of golden grain between. Here are regiments with broken ranks in hand to hand conflict. There are battalions in battle array moving steadily on to the scene of conflict. The smoke of cannon and the flash of steel are all about you. The wounded, the dying and the dead are scattered about the field. You are in the midst of black-browed war with all its attendant horrors and its heroic inspirations. Open day and evening.

CASINO.

(Formerly the Eden Musee.) Located on Wabash Avenue near Adams Street. Take Wabash or Cottage Grove Avenue cable cars. There are four floors given up to the exhibition of wax works, historical paintings, etc., etc. On the fifth floor is a large amusement hall where a high class variety performance is given afternoon and evening. Ices, creams and cooling drinks are also

served here. The Casino is open day and evening. Lyman B. Glover, business manager. Admission twenty-five cents and fifty cents.

CENTRAL MUSIC HALL.

Centrally located at the Corner of Randolph and State Streets. A popular lecture and concert hall with a seating capacity of 2,000. Of late years it has become famous as the place in which Prof. David Swing delivers his eloquent Sunday morning lectures. It has a grand concert organ, a roomy stage, but no scenery. Some of the greatest singers and lecturers have appeared upon this stage.

CHICAGO OPERA HOUSE.

Centrally located at the corner of Washington and Clark Streets. J. W. Norton & Co., proprietors. David Henderson, manager. One of the most popular theaters in the city. Seating capacity, 2,100. While tragedy and grand opera have occasionally held the boards at this theater it is virtually the home of comedy. Light operas and spectacular plays have here their most complete representation. A few seasons ago Mr. Henderson inaugurated a series of summer performances founded on the Arabian Nights. These beautiful entertainments were the product of Chicago authors and have proved very popular both at home and on the road. The best of modern comedies are presented at the Chicago Opera House. The theatre is absolutely fire-proof. Its interior is elegant. Plays are mounted here with unsurpassed splendor. No theatre in Chicago has a better patronage. Admission prices are 50, 75, \$1.00 and \$1.50. Boxes, \$10, \$12 and \$15.

COLUMBIA THEATRE.

Centrally located near the corner of Monroe and Dearborn Streets. Proprietors and managers, Al. Hayman and Will J. Davis. For several years after it was first opened the Columbia theatre proved an unfortunate enterprise. Jack Haverly, then in the height of his popularity, was its first manager. Reverse of fortune soon after compelled him to give it up. Several other

well known theatrical men afterward attempted its management but with disastrous results. Under the supervision of Messrs. Hayman and Davis, however, it at once stepped into popularity, and is to-day a favorite place of amusement with a steady and liberal patronage. The theatre is one of the largest and handsomest in the city. It has a seating capacity of 2,400. The stage is large, its settings first class and the acoustics of the house of the first order. Admission 50, 75, \$1.00, \$1.50. Boxes \$10, \$12 and \$15.

CRITERION THEATRE.

Located at the corner of Sedgwick and Division Streets, North Side. Take Sedgwick Street car on North Side cable line. A favorite resort for the residents of North Chicago. Seating capacity, 1,800.

EPSTEIN'S NEW DIME MUSEUM.

Located on Randolph Street near Clark. A museum of curiosities, wax works, electric contrivances and natural human and animal freaks. A variety performance is given in the theatre every hour. Admission, 10 cents.

GRAND OPERA HOUSE.

Centrally located on Clark Street opposite the Court-House. Harry L. Hamlin, manager. Where the Grand Opera House stands has been amusement ground since the city was in its infancy. A public hall first occupied this ground. Afterwards the Colosseum, a variety, concert and beer hall, stood here. In 1878 this was transformed into a vaudeville theater and christened "Hamlin's." Two years later it was again reconstructed into its present beautiful proportions and given the name of the Grand Opera House. The trend of this theatre is toward the modern drama. Several worthy productions of American dramatists have had their initial performance at this house. The seating capacity of the Grand is about 1,700. The plays presented are invariably well mounted and the cleanest and best dramas of the American

school are oftenest seen at this theatre. Admission 50, 75, \$1.00 and \$1.50. Boxes \$10 and \$15.

HALSTEAD STREET OPERA HOUSE.

Located at the corner of Halstead and Harrison Streets. Take South Halstead or Blue Island Avenue cars. Popular prices.

HAVLIN'S THEATRE.

Located on Wabash Avenue between Eighteenth and Twentieth Streets. Take Wabash Avenue cable line. John A. Havlin, lessee. J. S. Hutton, manager. This is a new and pretty theatre located near a populous resident district. Standard plays are given here with first class companies to interpret them. The house has a seating capacity of about 2,000, and is finished with all the richness and beauty of its down-town rivals.

HAYMARKET THEATRE.

Located on Madison Street near Halstead, West Side; Will J. Davis, manager. Take Madison Street cable line. One of the largest and handsomest theatres in the country. Its seating capacity is 2,400. It has a stage ninety feet deep with a proscenium opening of forty-eight feet. The interior of the building is handsomely decorated in color, something between old gold and salmon. Everything about the Haymarket is constructed on a grand and liberal scale. The foyer occupies as much room as the amphitheatre of some theatres. It is enlivened by a fountain and decorated by numerous statues. Aside from the Auditorium no other theatre in the city can compare with it in dimensions. Every part of the stage is visible from any seat in the auditorium. The best companies are constantly presenting here the best plays. Much of the Haymarket's success is no doubt due to the management of Mr. Davis, whose natural ability and years of experience well qualify him to select such amusements as are likely to please the patrons of his theatre. Admission 15, 25, 50, 75, and \$1.00. Turkish chairs, \$1.50. Boxes, \$5.00 to \$10.00.

*GUIDE TO CHICAGO.***HOOLEY'S THEATRE.**

Centrally located on Randolph Street near La Salle, opposite City Hall. Richard M. Hooley, proprietor. Harry Powers, business manager. This beautiful temple of the muses was opened by Mr. Hooley on the 17th day of October, 1872, and with the single exception of one brief season, when J. H. Haverly gained control and gave it his name, it has born the name of the veteran manager who controls it to-day. Hooley's Theatre is the synonym of all that is best and noblest in the drama. Here the standard companies of London and New York bring the good old comedies and rare dramas of the best playwrights of the past and present, and here assemble the wisest and wittiest of Chicago's amusement lovers to hear them. The house seats an audience of about 1,500. Everything about the theatre is rich and tasteful and the comfort of his patrons is one of the first cares of "Uncle Dick" Hooley. Admission, 50, 75, \$1.00 and \$1.50. Boxes, \$10 and \$15.

H. R. JACOBS' ACADEMY.

Located on Halstead Street, near West Madison Street. Take Madison Street cable cars. One of several theatres in this city under the control of H. R. Jacobs. A pretty theatre, seating about 1,800 people. It has a medium sized stage, with first-class scenery. The plays presented here are mostly light comedies, or the better class of vaudeville attractions. Admission, 25, 50 and 75 cents.

H. R. JACOBS' CLARK STREET THEATRE.

Located on North Clark Street, near the bridge; five minutes' walk from the Court-House; vaudeville and light comedy; popular prices of admission.

JACOB LITTS' STANDARD THEATRE.

Located on Halstead and Jackson Streets, West Side. Take South Halstead or Van Buren street cars. Light comedy and burlesque. Popular prices.

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KOHL & MIDDLETON'S SOUTH SIDE DIME MUSEUM.

Located on South Clark Street, near Madison. Curiosities and hourly stage performance.

LIBBY PRISON MUSEUM.

Located on Wabash Avenue, near Sixteenth Street. Take Wabash Avenue cable cars. Here enclosed within a massive wall, surmounted by turrets at regular intervals, is the original Libby Prison, brought from Richmond, Virginia, and rebuilt exactly as it originally stood, even to each separate brick. Aside from this famous war relic, there is a war museum in which are stored thousands of mementoes of the battle fields, as well as state papers and other documents that have a bearing on the "late unpleasantness." There are pictures in oil of Abraham Lincoln and Mrs. Lincoln, as well as those of the famous Union and Confederate generals. Many other rare and curious relics of historic value may be seen here. Open day and evening. Admission, 50 cents, children half price.

LYCEUM THEATRE.

Located on Desplanes Street, between Madison and Washington Streets, West Side. Ten minutes' walk from the Court-House. T. L. Grenier, proprietor. First class variety. Admission popular prices.

McVICKER'S THEATRE.

Located on the west side of Madison Street, between State and Dearborn Streets. Only a few minutes walk from the principal hotels. Horace McVicker, manager. This is the most historic place of amusement standing in Chicago. It was built by J. H. McVicker in the early history of the city. It has been twice destroyed by fire to rise each time more beautiful than before. It is now one of the handsomest theatres in the world. For years after the public began to neglect the dramas enriched by time and the genius of author and actor for two hundred years and turn with the spirit of the age to the more frivolous

productions of the day, J. H. McVicker fought against the innovation. An actor of the old school himself, he could not understand why Hamlet, and Richard the Third, and Bob Acres and fat but witty Jack Falstaff should be superseded by sentimental everyday fellows in store clothes who fell in love with their wife's chambermaid, or giggling acrobats whose only hold upon the public was a local gag. His stock company was the last to go, and he is still an unbeliever in the "star system." At this theatre you will always find a first-class company and generally a good play. The house of itself is an attraction. Everything about it speaks of taste and refinement. The house will seat about 2,100 people. Its stage is large and the stage settings always rich and in keeping with the play. Admission, 50, 75, \$1.00, \$1.50. Boxes the same as the other first-class theatres.

NEW WINDSOR THEATRE.

Located at North Clark and Division Streets. Take North Clark Street cable car, marked Lincoln Park. M. B. Leavitt, manager. Bruno Kennicott, assistant manager. The New Windsor is quite as handsome as any of its down town rivals. It has a seating capacity of 2,000, a stage 50 by 70 feet. The very best of stage settings are used in mounting plays at the Windsor. It is the center of a rich and populous resident district and has always a good patronage. Admission, 35, 50, 75, \$1.00.

THE PANORAMA OF NIAGARA FALLS.

Situated at the corner of Wabash Avenue and Hubbard Court. This is the monster painting that had such a successful run in London, England, coming straight to this city from there. It was painted by the celebrated French artist, Paul Philippoteaux. It is fifty feet in height and 410 feet in circumference, while four tons of paint are spread on the canvas. The point of view is the top of the old museum on the Canada side, and the two great falls, Goat Island, the Maid of the Mist, Suspension Bridge, and all the other well known Niagara features, are portrayed with a realism and accuracy of detail that is almost startling. Two dioramas by the same artist are shown without extra charge to



WOMAN'S TEMPLE.

visitors. They are a very good view of the Whirlpool rapids and a highly colored Southern scene—Cotton Picking on the Mississippi. The exhibition is well worth a visit from all strangers. Open daily and Sundays 10 to 10.

PARK THEATRE.

Located on State Street, between Harrison and Congress Streets. Take State Street cable line. John D. Long, manager. Variety; popular prices.

PEOPLE'S THEATRE.

Situated on the east side of State Street, between Harrison and Congress Streets. Jo. Baylies, lessee and manager; Joseph J. Oliver, business manager. Take State Street cable line. A pretty theatre of medium capacity, in which the lighter dramas and farce comedies have representation. Admission, 15, 25, 35 and 50 cents.

WEBER MUSIC HALL.

Situated on the corner of Wabash Avenue and Adams Street. Short walk from the down town hotels. Charles C. Curtis, manager. A small, but pretty hall with stage, but no scenery. High class concerts are frequently given here.



Public and Private Charities.

Chicago is no less ambitious in her charities than in her pursuit of wealth. Organizations for the relief of the poor and the distressed are numerous, and institutions for the care of the sick and suffering rise on every hand. Hospitals, dispensaries, homes, asylums, covering every form of suffering, and relieving every age, from the infant in swaddling clothes, to the old and feeble tottering on the verge of eternity find ready support from citizens,

who, if as the world charges, are zealous in the collection of gold, are also liberal in bestowing it on worthy objects.

THE CHICAGO RELIEF AND AID SOCIETY

Is an organization which has stood the test of years and brought succor and sustenance to thousands. Directly after the great fire of 1871, when the city lay in ruins and two-thirds of the city's population were without homes and many without food or clothing, this society did a work which will cause it to be remembered while a generous impulse stirs the heart of humanity. During those weeks of terrible suffering and anguish the members of this noble organization took scarcely time for sleep. Of the millions in money and provisions which flowed into the city from a kindly world, they handled the greater part, and long after the rush which followed immediate want had subsided, the committees of this society continued to collect and distribute donations among the city's unfortunate, left penniless by the flames. In the three years following the fire they expended nearly five millions of dollars. The society was organized by a special act of Legislature in 1857. It is located on La Salle Street, between Randolph and Lake Streets. It owns the building in which it operates. All degrees of poverty and suffering find a kindly friend and a helpful benefactor in this society. During the year 1890 it received 13,565 applications for relief; about one-half of these were approved and relief furnished. The cash donations during this time amounted to \$31,583, all of which was expended in worthy charities. Carloads of clothing, tools and food are distributed annually through this channel. There is no more worthy relief organization. The officers are: President, C. H. S. Mixer; treasurer, H. W. King; secretary, W. H. Hubbard; general superintendent, Rev. C. G. Truesdell; directors meet the first Saturdays of every month. The society has branch offices as follows: Southern office, 2207 Michigan Avenue; telephone 8531. Northern office, 624 North Clark; telephone 3415. Western office, Monroe, corner Ogden Avenue; telephone 4721.

ARMOUR'S MISSION.

Situated at the corner of Armour Avenue and Thirty-third Street. Take State Street cable line. A training and Sunday School for the children of the poor. Over 2,500 children find their way into the Sunday School. There is a kindergarten which will accommodate 200 pupils. The training school takes care of as many more. A free dispensary in the building treats forty to fifty patients daily. There are over 2,000 pupils enrolled in the different departments. Visitors are gladly welcomed.

BUREAU OF JUSTICE.

Office at 149 La Salle Street. An organization for the protection of the honest unfortunate who fall under the ban of the law and are unable to secure legal advice or council. It also assists laborers to collect their wage claims where they are dishonestly withheld. It is a deserving organization and well merits the aid it receives.

CHICAGO CHILDREN'S HOSPITAL.

Located at 214 Humboldt Boulevard. A sanitarium built directly over the waters of Lake Michigan where the poor and destitute and the infirm and crippled children of the city may find cool and pleasant quarters during July and August. It is an offshoot from the Fresh Air Fund.

"CHICAGO DAILY NEWS" FRESH AIR FUND.

A fund collected by the *Daily News* for the purpose of taking care of the sick children and invalids among the poor and giving them at least one week in the country during the hot summer months. The *News* itself contributes largely to this charity. From 8,000 to 10,000 sick children and adults have the benefit of pure air for at least two months of the year. A sanitarium is established every summer on the South Side at the foot of Twenty-second Street sufficiently large to accommodate at least 500 babies. There is also a kindergarten for the older children.

*GUIDE TO CHICAGO.***CHICAGO HOSPITAL FOR WOMEN AND CHILDREN.**

Located at the corner of Paulina and West Adams Streets.

CHICAGO ORPHAN ASYLUM.

Located at 2228 Michigan Avenue.

CHICAGO NURSERY AND HALF-ORPHAN ASYLUM.

Located at 855 North Halstead Street.

ERRING WOMAN'S REFUGE.

Located at Indiana Avenue and Thirty-first Street. Take Indiana Avenue cars. The object of this charity is the relief, protection, care and reformation of repentant erring women. It is a noble work and has accomplished much good.

THE FOUNDLING'S HOME.

Located on Wood Street just south of Madison Street, West Side. Take Madison Street cable line. The Foundling's Home is on one of the most noted of Chicago's numerous charities. To Dr. George E. Shipman belongs the credit of its establishment. It was first opened in 1874 at 54 South Green Street. Its growth was so rapid as to necessitate a removal to larger quarters before three months had gone by, and a building was secured at the corner of Randolph and Sangamon Streets. In May, 1872, the Chicago Relief and Aid Society donated \$10,000 to the charity and the Orphan's Home was immediately incorporated and work commenced on the building which it now occupies. The original building was cruciform in shape, forty by sixty feet, three stories high, with an attic and basement. A new wing has been added, sixty-two by forty feet, five stories high, and connected with the main building by an annex. In the building there are nine dormitories and eight hospital rooms. There are also rooms for the superintendent and family, lady assistants, etc. More than one hundred inmates may be accommodated and the home is generally full. Many of these little waifs

find good homes in Christian families. Quite a number are returned to their parents, some, too delicate to brave a world unto which they have no well defined claim, find rest in unbroken slumber. About \$7,000 per annum is required to pay the expenses of the Home, and this sum is all raised by private contributions. It is a most worthy charity and well deserving of the most liberal support.

GOOD SAMARITAN SOCIETY.

Located at 15 Lincoln Avenue, North Side. Take Clark Street cable car marked "Lincoln Avenue." An industrial home for worthy women and girls. Supported by voluntary contributions.

HOLY FAMILY ORPHAN ASYLUM.

Located at Holt and Division Streets. A Catholic institution. Sister Mary Subowidzka, Superior.

HOME FOR INCURABLES.

Located on Ellis Avenue and Fifty-sixth Streets. Take Cottage Grove Avenue cable line. F. D. Mitchell, superintendent; Miss Libbie S. Ainsworth, matron; Dr. William P. Goldsmith and Dr. John H. Wilson, attending physicians. The buildings together with the surrounding grounds are the gift of the late Mrs. Clarissa C. Peck. The building is a five story structure with wings, capable of accommodating 125 patients. The best of care is taken to have everything as bright and cheerful as possible about the Home. Lawns with shade trees and swinging hammocks invite the weary. There are reading rooms, a smoking room, and upon every floor a cosy parlor. The institution is self supporting.

HOME FOR SELF-SUPPORTING WOMEN.

Located at 275 and 277 Indiana Street, North Side. Take Indiana Street car. Women and girls whether they be employed or not may here find a home and assistance in securing work.

*GUIDE TO CHICAGO.***HOME FOR UNEMPLOYED GIRLS.**

Situated at 189 Huron Street, North Side. Take North Market Street car. Girls out of work are cared for here until they secure employment.

HOME FOR WORKING WOMEN.

Located at 189 East Huron Street, North Side. Take Clark Street cable line. A quiet, well kept and orderly place where women and girls in need receive shelter and assistance.

HOME FOR THE FRIENDLESS.

Located at 1926 Wabash Avenue. Take Wabash Avenue cable line. A non-sectarian hospital for the friendless poor. A school for children is connected with it. There are generally 200 inmates in the Home. All classes of the worthy poor are here fed, protected and encouraged.

HOME FOR THE AGED OF THE LITTLE SISTERS OF THE POOR.

Located at the corner of Throop and Harrison Streets. A home for destitute men and women over sixty years old, and who are of good moral character.

HOUSE OF THE GOOD SHEPHERD.

Located at the corner of North Market and Hurlbut Streets. An asylum for women and female children. It is under the charge of the Sisters of the Good Shepherd.

HOME FOR INCURABLES.

Located at the corner of Racine and Fullerton Avenues. The name indicates the mission of this charity.

NEWS-BOYS' AND BOOT-BLACKS' HOME.

Located at 1418 Wabash Avenue. Take Wabash Avenue cable line. A most interesting and worthy charity. Food and

shelter are never denied to a boy who applies, and for a very small sum he may have a permanent home in the building. There is a night school four evenings in the week. Clean clothing is given to the needy upon his first entrance and if he proves worthy he is pretty certain to find friends to advance him to better things than selling papers and blacking boots. Donations of cast off clothing are very acceptable to the managers.

OLD PEOPLES' HOME.

Located on Indiana Avenue near Thirty-ninth Street. A commodious brick building with a capacity of eighty inmates. Only old ladies of good moral character who have resided in Chicago for two years are admitted.

SCHOOL FOR DEAF AND DUMB.

Located at 409 May Street, West Side. Take Harrison Street cars. This charity owes its being to the personal efforts and support of the Ephpheta Society, of which Mrs. John Cudahy is president. There are four experienced teachers in the school, and an average of fifty pupils. An interesting and noble work.

SERVITE SISTERS' INDUSTRIAL HOME.

Located at 1326 West Van Buren Street. Take West Madison Street cable line. An industrial home for girls who are without homes, or who wish to better their condition. It is under the supervision of the Servite Sisters of Mary.

SOLDIERS' HOME FUND.

A fund which had its nucleus in a great sanitary fair held in Chicago during the war for the benefit of disabled soldiers. There is now something over \$70,000 in the fund and the income from this is distributed among the needy survivors of the Union army residing in Chicago. This fund is disbursed every Saturday by Mrs. L. H. Bristol at the rooms of the Chicago Relief and Aid Society.

*GUIDE TO CHICAGO.***WAIF'S MISSION.**

Located at 44 State Street, Taylor E. Daniels, superintendent. This is one of the grandest works of charity that was ever inaugurated, and deserves the hearty support of every generous hearted man. Boys abandoned by their parents to find a living in the streets as best they may, are sought out and brought into the mission by Superintendent Daniels, who is never weary with well doing. A hundred thousand free meals a year, fifteen thousand free beds, five thousand free baths, twelve hundred haircuts, and ten thousand garments given away. Think of the misery averted, the hunger stayed, the hopes kindled in despairing hearts by this work. Every Sunday afternoon a liberal dinner is spread in the Armory at the foot of Monroe Street, and from five hundred to a thousand waifs march adown the tables and are filled. There are services with much singing in which they all join lustily. There is a movement on foot to build suitable mission quarters where a great training school, night schools, etc., may be carried on.

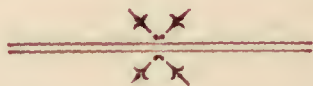
YOUNG MEN'S CHRISTIAN ASSOCIATION.

Central rooms located in the building of the Association at 148 Madison Street. The rooms of the Y. M. C. A. are handsomely furnished with an eye to comfort and convenience as well as beauty. There is a large reading room where the leading newspapers and periodicals are on file; a splendid library and a gymnasium. Lectures, receptions, concerts and a high class of amusements are given during the fall and winter season. Active and associate membership tickets may be secured by any reputable male over 16 years of age at a cost of \$5.00 a year. Boys between the ages of twelve and sixteen are admitted as juniors at \$3.00 per annum. A membership ticket entitles the holder to the privileges of the gymnasium, physical instruction, baths, summer athletics, and outing clubs. There are gospel meetings, training classes, Bible classes, prayer meetings and teachers' meetings. There are several branches of the Y. M. C. A. in different parts of the city which contain the leading features of the main building.



THE ROOKERY AND BOARD OF TRADE.

In addition to the charities mentioned there are many more quite as worthy organized societies that are as yet unable to build or rent a building. The home of their president or secretary is the headquarters of the association. A world of charitable work is accomplished every year through these agencies. Then there are the church societies and missions, hundreds of them engaged in making life a little smoother for the unfortunate.



Churches and Religious Institutions.

Since its early settlement as a frontier town, Chicago has shown a deep interest in religious matters, and the growth of its churches and religious institutions has kept pace with its secular interest. A visitor to the city will be at once impressed with the number and magnificence of its church edifices; its numerous and commodious church hospitals and the learning and eloquence of its divines. Gentile and Jew, Protestant and Catholic strive in worthy emulation to outdo one another in the splendor of their tabernacles, the music of their choirs, and the wisdom of their preachers, pastors and bishops. To give a detailed description of the prominent church edifices of Chicago would require more space than is commensurate with the size of this book. The most we can hope to do is to enumerate the most popular churches, ministers and preachers of the different denominations with their respective locations. The visitor, however, may feel assured that whatever one of them he may select to attend he will find it spiritually, artistically and ethically pleasurable.

The leading churches of the West Side are found principally along Washington and Ashland boulevards or around Jefferson and Union parks. Two of the oldest churches in the city, the Centenary Methodist and the Second Baptist, are located on Monroe and Morgan streets. On the North Side they lie principally in the district north of Ontario and east of Clark Streets; many of them on Dearborn Avenue. On the South Side are many splen-

did church edifices. The district east of State Street and south of Twenty-second Street is rich with them. Wabash Avenue, Indiana Avenue and State Street have some of the handsomest church buildings in America. The different cable car lines run from the center of the city directly to the localities mentioned. For the North Side take Clark Street cable line; for the West Side take Madison street cable line; for the South Side, State or Wabash Avenue cable line.

The Central Independent Church, in which Prof. Swing preaches, holds morning services in Central Music Hall at the corner of State and Washington Streets, while the no less popular Dr. Thomas, whose church is styled the Peoples' Church, preaches to his flock in McVicker's Theatre at the same hour.

The popular ministers, whose eloquence and advanced and liberal teaching have brought into prominence are: Prof. David Swing, Central Church, Central Music Hall, State and Randolph Streets; Dr. H. W. Thomas, Peoples' Church, McVicker's Theatre, Madison Street, near State Street; Simon J. MacPherson, Second Presbyterian Church, Michigan Boulevard and Twentieth Street; F. J. Brobst, Westminster Presbyterian, Peoria and Jackson Streets; F. W. Gunsaulus, Plymouth Congregational, Michigan Avenue, near Twenty-sixth Street; Rabbi E. G. Hirsch, Sinai Congregation, Indiana Avenue and Twenty-first Street; Dr. John H. Barrows, First Presbyterian, Indiana Avenue and Twenty-first Street; H. H. Barbour, Belden Avenue Methodist Church, Belden Avenue and Halstead Street; Dr. P. S. Hensen, First Baptist Church, South Park Avenue and Thirty-first Street; Dr. George C. Lorimer, Emanuel Baptist Church, Michigan Avenue, near Twenty-third Street; Dr. W. M. Lawrence, Second Baptist Church, Morgan and Monroe Streets; Dr. E. P. Goodwin, First Congregational Church, Washington Boulevard and Ann Street; Dr. F. A. Noble, Union Park Congregational, Washington Boulevard and Ashland Avenue; Rt. Rev. William E. McLaren, Episcopal Cathedral, Washington Boulevard and Peoria Street; Rev. Dr. Clinton Locke, Grace Episcopal Church, 1445 Wabash Avenue; Rt. Rev. Charles E. Cheney, Christ's Episcopal Church, Michigan Avenue and Twenty-fourth Street; Rt. Rev. Samuel Fallows, St. Paul's Episcopal, Adams Street and

Winchester Avenue; J. P. Brushingham, Ada Street M. E. Church, Ada Street, between Lake and Fulton Streets; Robert McIntyre, Grace M. E. Church, cor. La Salle Avenue and Locust Street; Dr. William Fawcett, Park Avenue M. E. Church, Park Avenue, cor. Roby Street; Frank M. Bristol, Trinity M. E. Church, Indiana Avenue, near Twenty-fourth Street; Dr. W. T. Meloy, First United Presbyterian Church, Monroe and Paulina Streets; Dr. M. W. Stryker, Fourth Presbyterian Church, Rush and Superior Streets; Dr. John L. Wilhrow, Third Presbyterian Church, Ashland Boulevard and Ogden Avenue; Jenkins Lloyd Jones, All Soul's Church, Oakwood Boulevard and Langley Avenue; T. G. Milsted, Unity Church, Dearborn Avenue and Walton place; J. Colman Adams, St. Paul's Unitarian Church, Prairie Avenue and Thirtieth Street. The St. James Reformed Episcopal Church, located at the corner of Cass and Huron Streets, North Side, has a chime of bells and a boy choir of sixty voices. The Grace Episcopal Church, 1445 Wabash Avenue, has also a boy choir, which under the instruction of Prof. Rooney, has become famous. It is to this choir that Blatchford Kavenaugh, the wonderful boy soprano, belongs. There is scarcely a church of note in the city that has not one or more superior voices to lead the singing, while great organs under the hands of masters fill the edifices with solemn and rapturous harmonies.



The Schools.

There are 205 public schools in Chicago with an average attendance of 146,000. Of these 194 are graded schools and eleven are high schools. Aside from this there are 50,000 pupils in private schools, the greater number of which are connected with some one of the societies. There are 2,842 teachers employed in the public schools and 1,164 in the parochial or sectarian institutions. There are in addition to these several schools in which are taught the higher branches of learning. A fair estimate would

waukee & St. Paul Railway, Union Depot, Canal and Madison Streets, for Buena Park Station. Also reached by way of the Lake Shore Drive, through Lincoln Park and Lake View. The cemetery grounds are maintained by the interest on a fund collected from the sale of lots. The grounds are as beautiful as care and art can make them. The avenues, drives and walks are perfectly macadamized, and the lawns and flower-plats are kept fresh and fragrant by a free use of perfect waterworks. Living springs form charming lakes in which the rarest specimens of water flowers flourish.

Graceland Cemetery is said to be one of the most beautiful burial places in the country. Many names which the city holds dear from long association mark the grassy mounds in this hallowed spot. The remains of John Kinzie, the "Father of Chicago," after several disinterments, have here at last a final resting place. Other members of his family sleep at his side or near him. To one familiar with the early history of Chicago Graceland Cemetery is like the remembrance of stirring acts from a half forgotten drama.

OAKWOODS CEMETERY.

A beautiful cemetery of two hundred acres in the southwestern part of the city. Take Illinois Central Railroad, foot of Randolph or Van Buren Streets, or Cottage Grove Avenue cable line. Rosehill, Graceland and Oakwoods cemeteries are the principal Protestant burying places of Chicago. Each of them has a pleasant location and delightful surroundings. The natural solemnity of a city of the dead is softened and tempered by the bloom and fragrance of flowers, the music of swaying boughs, and the graceful shade of well kept groves of oak, maple, elm and evergreens. The remaining cemeteries of the city are located as follows:

AUSHE MAARIV CEMETERY.

North Clark Street and Belmont Avenue, on Evanston division of the Chicago, Milwaukee & St. Paul Railroad; also reached by North Clark Street cable line.

AUSTRO-HUNGARIAN CEMETERY.

Located at Waldheim, ten miles from the City Hall on the Chicago and Northern Pacific Railroad. Depot at Harrison Street and Fifth Avenue.

B'NAI SHILOM CEMETERY.

Located on North Clark Street and Graceland Avenue. Take North Clark Street cable line, or Evanston division of Chicago, Milwaukee & St. Paul Railroad.

CHEBRA GEMILATH CHASADIM UBIKAR CHOLIM CEMETERY.

Located on North Clark Street near Graceland Cemetery. [See Graceland Cemetery.]

CHEBRA KADISHA UBIKAR CHOLIM CEMETERY.

Located on North Clark Street, south of Graceland Cemetery. [See Graceland Cemetery.]

CONCORDIA CEMETERY.

Located about nine miles west of the City Hall on Madison Street, besides the Desplaines river. [See Forest Home Cemetery.]

FOREST HOME CEMETERY.

Located about nine miles west of the City Hall, on Madison Street, on the bank of the Desplaines river. Take train on the Chicago & Northern Pacific Railroad. Depot at Harrison and Fifth Avenue.

GERMAN LUTHERAN CEMETERY.

Take North Clark Street cable cars to southeast corner of Graceland Avenue.

MOUNT GREENWOOD CEMETERY.

Located near Morgan Park, fourteen miles south of the City Hall. Take trains at the Van Buren Street Depot, via Chicago, Rock Island & Pacific Railway.

GUIDE TO CHICAGO.

MOUNT OLIVE CEMETERY.

Located at the suburb of Dunning, nine miles west of the City Hall, on the Chicago, Milwaukee & St. Paul Railroad. A beautiful cemetery, the burying-place of Scandinavian families.

OHAVEY SCHOLOM CEMETERY.

Located at Oakwoods, Sixty-seventh Street and Cottage Grove Avenue. [See Oakwoods Cemetery.]

WALDHEIM CEMETERY.

Located west from the City Hall, ten miles, on the Chicago & Northern Pacific Railroad. Depot at Harrison Street and Fifth Avenue. Funeral train leaves daily at 12:01 P. M. In this cemetery are buried the Anarchists who were executed for participation in the Haymarket plot.



The Libraries.

The first successful effort toward establishing a public library in Chicago was made by the Young Men's Christian Association soon after its permanent organization in 1841. Up to 1871 it had accumulated some 16,000 volumes which were swept away in the great fire. Since that time, for some reason, this association has made no attempt to establish a library of its own. The Historical Society, which had also a respectable number of volumes destroyed at the same time, has been more persevering and has to-day more than 150,000 volumes of books and a rich store of manuscript relating to the early traditions of Illinois as well as a large collection of autograph letters of men famous in the history of our country.



CHAMBER OF COMMERCE.

THE PUBLIC LIBRARY.

The Public Library is located on the third floor of the City Hall. Here will be found one of the largest collections of books for general reading in the United States. This library circulates more books than the library of any other city in the country. It is under the supervision of Fred. H. Hild, whose wide knowledge of books and keen intelligence has enabled him to add greatly to the useful and interesting volumes.

At the present rate of increase the Chicago Public Library will, before the end of the century, be one of the largest circulating libraries in the world. The manner of securing books of reference is very simple. Upon application a slip is furnished you on which you write the name of the book required, which upon presentation to any one of the clerks is immediately furnished you. If you desire to refer to a book on any subject and are ignorant of its name or author you write on the slip Pooles Index which contains a complete list of books written upon every subject. Books of reference are not allowed taken from the rooms. To secure a book for home reading an application must be made out in your name, signed by some citizen of Chicago. If this be accepted, you are furnished with a card which upon presentation entitles you to one book every two weeks.

NEWBERRY LIBRARY.

This library, which is now located on the northwest corner of Oak and State Streets, will during the coming year be moved into its own building now in course of construction at the southeast corner of the streets mentioned. The building will be three hundred feet long and sixty feet wide. It will rank among the finest buildings in the city for beauty of architecture and elaborate finish. A million volumes will find resting place in its spacious rooms. The Newberry Library circulates none of its books. They are used for reference only. It is open to all alike and when the new building is finished every accommodation possible will be furnished visitors in pursuit of knowledge. The library was founded by Walter L. Newberry, an early settler of Chicago, who resided on the North Side. His endowment consisted of real

estate worth at the time of his death some two millions of dollars. The property has since increased in value to nearly double that sum, and the income from this vast amount makes possible the establishment in Chicago one of the most complete reference libraries in the world.

JOHN CRERAR LIBRARY.

When John Crerar died in Chicago in 1890, he bequeathed from his large fortune more than \$2,000,000 worth of property for "the creation, maintenance and endowment of a free public library to be called 'The John Crerar Library,' and to be located in the city of Chicago, Illinois; a preference being given to the South Division of the city, inasmuch as the Newberry Library will be located in the North Division. I direct that my executors and trustee cause an act of incorporation under the laws of Illinois to be procured to carry out the purposes of this bequest, and I request that Norman Williams be made the first president thereof, and that in addition to my executors and trustees the following named friends of mine will act as the first board of directors in such corporation and aid and assist my executors and trustees therein, namely: Marshal Field, E. W. Blatchford, T. B. Blackstone, Robert T. Lincoln, Henry W. Bishop, Edward G. Mason, Albert Keep, Edson. Keith, Simon J. McPherson, John M. Clark and George A. Armour, or their survivors. I desire the building to be tasteful, substantial and fire-proof, and that a sufficient fund be reserved over and above the cost of its construction to provide, maintain and support a library for all times. I desire the books and periodicals selected with a view to create and sustain a healthy moral and Christian sentiment in the community, and that all nastiness and immorality be excluded. I do not mean by this that there shall not be anything but hymn books and sermons, but I mean that * * * and all skeptical trash and works of questionable moral tone shall never be found in this library. I want its atmosphere that of Christian refinement and its aim and object the building up of character, and I rest content that the friends I have named will carry out my wishes in these particulars." When the provisions of this will shall have been carried out this library will be second to none in the city.

ARMOUR MISSION LIBRARY.

A free circulating library located in the Armour Mission at Thirty-third and Butterfield Streets.

CHICAGO ATHENÆUM LIBRARY.

A library for the use of the members of the Chicago Athenæum, in the building of the society located on the south side of Van Buren Street, between Wabash and Michigan Avenues. Open week-days from 8 A. M. to 9 P. M.

CHICAGO HISTORICAL SOCIETY LIBRARY.

Located at 142 Dearborn Avenue, North Side. Here are collected the most interesting historical volumes as well as the writings and correspondence of men prominent in the history of our country. Open daily from 9 A. M. to 5 P. M. Take North Clark Street cable line.

UNION CATHOLIC LIBRARY.

This library, conducted by the Catholic Library Association, is located at 94 Dearborn Street. It has a collection of 28,000 volumes. The rooms, which will accommodate four hundred persons, are pleasant and comfortably furnished. Open from 12 M. to 6 P. M. week-days, and 3 to 6 P. M. Sundays.



The Hotels.

**DESCRIPTION OF THE PRINCIPAL AMERICAN AND
EUROPEAN HOTELS—THEIR LOCATION,
AND HOW TO REACH THEM.**

Perhaps no city in the world has so many really magnificent hotels as Chicago. Certainly no other city of its size begins to

compare with it in this regard. There are almost two thousand buildings in the city which are wholly or in part given up to the hotel business. Other splendid buildings for hotel purposes are being rapidly built and before the time arrives for the World's Columbian Exposition to open, there will be ample accommodations for a population double the city's present population. All of the better hotels have either been built or remodeled during the last decade, and possess all the modern improvements which tend to the comfort and safety of guests. Fire proof hotels covering half a square and lifting their cornices twelve stories in the air, are no unusual sight in Chicago. Visitors may here find ready accommodations at prices to suit their purse or their inclination.

AUDITORIUM HOTEL.

Elsewhere in this book we have described the wonderful building which under one roof and within its four walls contains the finest opera house in the new world; a numberless list of offices where gather enough people every business day to form a good sized town; the tower at its top from which you may gain a birdseye view of the whole city, and on a clear day when the wind is right look sixty miles across the lake to where Old St. Joseph lifts her fruit-crowned hills. Situated almost in the heart of the business district, its massive front towering over the lake and ready to catch the cooling winds fresh from its dancing waters, the Auditorium Hotel offers to the tourist all the advantages of regal splendor combined with nature's charms. It has 400 guest rooms furnished with tasteful elegance, while many of them are rich with decorations. The house is sumptuously furnished throughout. The dining room, which is 175 feet long and culinary department, are on the top floor, an arrangement which will recommend itself to the reader at a glance. The banquet hall has been pronounced without a rival. Mosaic floors, delicately carved pillars and costly fittings give to the rotunda an oriental appearance. The hotel is managed by the Auditorium Hotel Company, composed of J. H. Breslin of New York, president; H. R. Southgate, vice-president and manager.

GRAND PACIFIC HOTEL.

Located on Clark, Jackson and La Salle Streets, near the center of the city, but a short walk from the principal depots and places of amusement. Across the street from the Clark Street entrance stands the Post-office and the Custom-house. Near the La Salle Street entrance, directly opposite is the Board of Trade building, the Rialto and many more of the handsomest office buildings of which Chicago can boast. The famous Rookery is not a stone's throw away. Two blocks distant is the mammoth wholesale house of Marshall Field & Co., with its great structure of brown granite covering an entire square. The Grand Pacific has long been the headquarters of the Republican party as the Palmer House has been the headquarters of Democracy. When the national delegates assemble to nominate a president the flags of the respective parties are always displayed after this fashion. The total frontage of the Grand Pacific Hotel is about eleven hundred feet and the building covers quite an acre and a half of ground. Its accommodations have recently been increased by the addition of 100 rooms, making a total of 500 guest rooms. The managers of the Grand Pacific have always avoided anything bordering on display in the finishing or furniture of the house. Everything about the hotel is richly solid and subdued. Messrs. Drake and Parker have been so long before the public as hotel proprietors that the memory of man knoweth not the day of their advent. Their acquaintances are legion and the Grand Pacific will never loose in popularity while they continue in the management of its affairs.

THE WELLINGTON.

The Wellington is a six-story and basement stone structure located on the northeast corner of Wabash Avenue and Jackson Street, within one block of the lake front, at the head of the Grand Boulevard system, and only four blocks from the Board of Trade, Post-office and business center. The exterior of the building is handsome and imposing, but it is not until one inspects the interior that he fully appreciates the advantages possessed by the hotel. One of the first impressions received on entering is the

refined taste with which everything appears to have been selected. The main corridor and entrance has walls of rich mahogany, ceilings arched gracefully and artistically panelled, and a floor and wainscoting of marble.

To the left of the corridor is situated a handsome, spacious apartment, the wainscoting of which is in mahogany eight feet deep, in which elegant mirrors are set. The furniture is mahogany and the floor is tiled. This room is devoted to a café for gentlemen. On the right of the entrance is another room of the same size used as a café for ladies and gentlemen. This room is finished in old ivory, exhibits a wealth of mirrors, the floor is richly carpeted and the furniture is of handsome mahogany. Both of these rooms are lighted by a profusion of electric lights, so placed, however, as to afford a mellow agreeable light, being in rows at the top of the wainscoting and in circles around the capitals of the columns.

The cuisine of the Wellington is unsurpassed, the cafés supplying the very best of viands and delicacies prepared in the most perfect manner.

Birch and mahogany are the woods in which are finished the ladies' entrance and waiting room, the latter being also beautifully furnished and exquisitely decorated. The gentlemen's room is finished in oak, the furniture being of like material. The floor is marble, and a handsome oak mantel enhances the elegant effect.

The main stairway and passenger elevator land on the parlor floor at the grand promenade, luxuriously furnished, and lighted from a large covered court extending to the roof, with balconies surrounding it on every floor. The grand promenade and hallways on this floor are decorated in the style of the First Empire. The scheme of the decoration is superbly carried out. On this floor are suits of grand parlors, several family suits, dining-rooms so arranged that they can be converted into one room to accommodate eighty or more persons. There are also here a separate dining-room, as well as a club-room and committee-room, each of large size.

The rooms of the Wellington are so laid out that patrons may procure almost any kind desired, either single, alcove, or in suits

of two or five, and with or without stationary bowls and private baths. Every room is furnished and decorated in the most attractive manner. The furniture throughout is of mahogany, antique oak or cherry. Several of the rooms are supplied with handsome writing desks, fully equipped with writing materials. Every room in the building has gas as well as electricity for lighting, and is also furnished with steam heat. On every floor there are four public bath rooms, for the use of such guests as prefer rooms without connecting bathrooms. These latter—some of which are as large as ordinary rooms—have porcelain-lined tubs, steam heat and electric light, and are finished in hard wood.

Every hall is richly carpeted and is lighted by electricity and gas and heated by steam. All the carpets throughout the house are velvet, Wilton and moquette. It is conducted on the European plan. The proprietors, Messrs. Gage & Wheeler, are gentlemen known all over the land as men of integrity and ability, and it is they who have already placed the Wellington among the very first of America's grand hotels.

THE RICHELIEU.

The Richelieu Hotel is located on Michigan Boulevard, between Jackson and Van Buren Streets. The Richelieu is composed of four separate and distinct buildings, making it absolutely safe to life in case of fire, and is so arranged that guests can walk from one building to the other from each story, as occasion may require. The Richelieu is patronized by people of great wealth, well-to-do persons of culture and refinement. It is one of the most perfectly appointed and elegant hotels in America.

Mr. Bemis, in opening this beautiful house to the public, did more than inaugurate an inn—he dedicated a home. There is not one room from the lowest to the topmost floor that is not like a beautiful apartment in a sumptuous house. The walls are decorated with the finest works of art, the beds are as delicious resting places and as daintily equipped as any couch of rest in the palace of a millionaire.

It is said that the Richelieu combines the ease of boarding with the content and order of a well-ordered and beautiful home.

It is magnificently furnished and appointed from top to bottom, with choice paintings decorating the walls, and the furnishing of each bedroom in the house is such that it can during the daytime be converted into a cozy, charming parlor. The furnishing is complete and in keeping with the luxurious comfort and elegance that are found in every portion of the house, and its china and glassware are unequalled.

THE LELAND.

The Leland Hotel is located on the corner of Michigan Boulevard and Jackson Street facing the Lake Front Park which may yet become a part of the site of the World's Columbian Exposition. It is within easy walking distance of the principal depots and places of amusement. When the new extension to the Leland is completed it will make this the gem of Chicago hotels. It commands a magnificent view of Lake Michigan, and the famous Boulevard Drive. The interior furnishings are elegant. The name itself has always been the synonym for excellence in the hotel line, and it is safe to say that the Lelands are really the princes of hoteldom in America. Warren F. Leland is the proprietor of the Chicago hostelry bearing his name. He gives it his personal supervision, and the guest has the choice of both the American and European plans. The building is fire-proof.

PALMER HOUSE.

The Palmer House, on the southeast corner of State and Monroe Streets, is one of the most centrally located hotels in the city. It has a frontage on State Street, Monroe Street and Wabash Ave., and covers one-half the entire square. It is nine stories high, has 708 rooms, and can accommodate 2,500 guests. The building is fire-proof, and one of the handsomest structures in the city. The Palmer House is conducted on both the American and the European plans.

The grand rotunda is thronged every evening by commercial people, with whom the hotel is very popular. Before it was completed, the original structure was destroyed in the great fire of 1871. The ashes were scarcely cold before work was commenced on it again and continued for a great part of the time night and

day until its completion in 1873, when it was formally opened. Potter Palmer, the proprietor, is one of the familiar figures in Chicago history. He has always taken an active part in public benefactions. His residence on the Lake Shore Drive is a veritable castle.

SHERMAN HOUSE.

The Sherman House is located on the northwest corner of Clark and Randolph Streets, directly opposite the Court-house. It is one of the oldest and most popular hotels in the city. It was named after Francis C. Sherman, the first mayor of Chicago, who in an early day had a blacksmith shop on the present site of the hotel. About three years ago the interior of the hotel was remodeled; the rotunda enlarged and beautified, until now it presents an appearance quite as attractive as that of the more modern hotel buildings. J. Irving Pierce, the proprietor, has for many years been identified with the hotel life of Chicago, and the patrons of his hotel are made up mostly from those who make regular visits to the city at intervals of from one to three months, and who find here a homelike welcome.

TREMONT HOUSE.

The Tremont House is located at the corner of Lake and Dearborn Streets, near that quarter of the city given up to the wholesale business of groceries, hardware, etc. It has a patronage similar to that of the Sherman House. The building is of stone, massive in appearance and attractive from its somewhat antiquated style of architecture. During the year of 1890 the entire interior of the house was remodeled at a cost of \$50,000. The rotunda, which before was dark, is now one of the lightest and handsomest in the city. The rooms are all large and elegantly furnished; the great dining hall, which is almost square, has lofty ceilings handsomely frescoed; the service is quiet, genteel, and obliging. Messrs. Hurlburt & Eden are the proprietors.

CHICAGO HOTEL.

The new Chicago Hotel, now being built at the corner of Dearborn and Adams streets, will when finished add another to the

many wonders of this wonderful city. The building will be built entirely of stone, brick and steel, and will be sixteen stories high. The exterior will present the handsomest features of modern architecture and the interior finished in marble and mosaic of the costliest designs. It will be conducted on the American and European plans.

SARATOGA HOTEL.

The Saratoga Hotel is located on the east side of Dearborn Street, Nos. 155-161, near to the centre of business, railroad terminals, and amusements. It is a European hotel of the first class. A restaurant is attached to the hotel, and guests, if they desire it, may be served with meals in their rooms. The house is furnished in the best style. Office on the ground floor.

ATLANTIC HOTEL.

The Atlantic Hotel is located on the corner of Van Buren and Sherman Streets, directly opposite the Chicago, Rock Island & Pacific and Michigan Central depot. It is a well-kept hotel with medium charges. Being so near the wholesale district, it is a favorite with country merchants, grain and stock men. The house is well furnished and the table excellent. Cummings Bros., proprietors.

BRIGGS HOUSE.

The Briggs House, located on the corner of Fifth Avenue and Randolph Street, has long been a landmark in Chicago. It was one of the first large hotels built in the city, and for many years was among the best hotel buildings in the city. The grander modern structures have overshadowed it, but it still holds a place in popular favor. Charges are moderate. Frank Upham, proprietor.

BURKE'S EUROPEAN HOTEL.

Located on the south side of Madison Street, between La Salle and Clarke Streets. Strictly European. The Chicago Oyster House, a restaurant directly underneath, furnishes convenient dining facilities.



CORNER LAKE AND STATE STREETS.

CLIFTON HOUSE.

The Clifton House, conducted on the American plan, is located on Monroe Street and Wabash Avenue, directly opposite the Palmer House. It is convenient to cable lines, amusements, etc. The house contains 250 well furnished rooms.

COMMERCIAL HOTEL.

Located on the corner of Lake and Dearborn Streets. American plan. Respectable and well managed. Rates, \$2.00 per day and upward.

CONTINENTAL HOTEL.

Located on Wabash Avenue and Madison Street, in the business center. American plan. Very popular with country shoppers and merchant buyers. Rates moderate. Mrs. Hannah Collins, proprietress.

GAULT HOUSE.

Located on West Madison and Clinton Streets. The leading hotel on the West Side. American plan. Very convenient to Union depot. This is one of the popular hotels with travelers and families. Rates, \$2.00 and upward. Rogers & Fall, proprietors.

GORE'S HOTEL.

Located at 266-274 South Clark Street. American or European plans. A splendid fire-proof building, handsomely furnished and centrally located. Gore & Heffron, proprietors.

HOTEL BREVOORT.

Located on the north side of Madison, between La Salle and Clark Streets. Strictly European. One of the best known hotels in the city. It is popular with travelers and merchant-buyers, being situated close to the wholesale and retail districts. George N. Hubbard, proprietor.

*GUIDE TO CHICAGO.***HOTEL DREXEL**

Located at 3956 Drexel Boulevard, near the entrance to Washington Park and contiguous to the grounds of the World's Columbian Exposition. A family hotel of high standing.

HOTEL GRACE.

Located on Clarke and Jackson Streets, opposite the Post-office. European plan. A well furnished, high-class house. Edward Grace, proprietor.

HOTEL WOODRUFF.

Located on Wabash Avenue and Twenty-first Street. A first-class family hotel, beautifully situated in a resident part of the city. The hotel has 100 rooms. Rates, \$3 to \$4 per day. J. W. Boardman & Co., proprietors.

HYDE PARK HOTEL.

Located at Lake Avenue and Fifty-first Street, convenient to the South parks. One of the largest and best furnished hotels in the city. Winter & Milligan, proprietors.

SOUTHERN HOTEL.

The Southern Hotel, located on Wabash Avenue and Twenty-second Street, is first-class in its appointments. The South Side cable line runs directly by the hotel, making it convenient for guests to reach any part of the city. E. A. Bacheldor, proprietor.

VIRGINIA HOTEL.

The Virginia Hotel, located at 78 Rush Street, on the North Side, is a splendid new structure in the modern style. It is finished in the highest style of art. Its rooms are elegantly furnished and the best of everything served at table.

Hundreds of other hotels, both on the American and European plan, are scattered over the city, and the visitor in Chicago cannot fail to find such accommodations as he desires in any quarter of

the city. We have attempted to make mention of those only which are the most prominent and are best calculated by their location and surroundings to please the tourist and traveler.



National Banks.

AMERICAN NATIONAL BANK.

Located at 185 Dearborn Street. A. W. Irwin, president; A. L. Dewar, cashier.

ATLAS NATIONAL BANK.

Located at the southwest corner of La Salle and Washington Streets. C. D. Guannis, president; S. W. Stone, cashier.

CHICAGO NATIONAL BANK.

Located at the southwest corner of Dearborn and Monroe Streets. John R. Walsh, president; William Cox, cashier.

COLUMBIA NATIONAL BANK.

Located at the northwest corner of La Salle and Quincy Streets. L. Everingham, president; Zimri Dwiggin, cashier.

COMMERCIAL NATIONAL BANK.

Located at southeast corner of Dearborn and Monroe Streets. Henry F. Eames, president; John B. Meyer, cashier.

CONTINENTAL NATIONAL BANK.

John C. Black, president; Douglas Hoyt, cashier.

DROVERS' NATIONAL BANK.

Located at 4207 South Halstead Street. S. Brintnall, president; W. H. Brintnall, cashier.

*GUIDE TO CHICAGO.***ENGLEWOOD NATIONAL BANK.**

Located at Englewood, Chicago. J. R. Embrew, president; W. E. Brown, assistant cashier.

FIRST NATIONAL BANK.

Located at the northeast corner of Dearborn and Monroe Streets. Samuel M. Nickerson, president; H. R. Symonds, cashier.

FORT DEARBORN NATIONAL BANK.

Located at 187-189 Dearborn Street. H. M. Hibbard, president; Peter Dudley, cashier.

GLOBE NATIONAL BANK.

Located at the northwest corner of Jackson and La Salle Streets. Oscar D. Wetherell, president; D. A. Moulton, cashier.

HIDE AND LEATHER NATIONAL BANK.

Located on the southeast corner of La Salle and Madison Streets. Charles F. Grey, president; D. L. Forest, assistant cashier.

HOME NATIONAL BANK.

Located at 184 West Washington Street. Albert M. Billings, president; Henry H. Blake, cashier.

LINCOLN NATIONAL BANK.

Located at 59 North Clark Street. V. C. Price, president; E. S. Noyes, cashier.

MERCHANTS' NATIONAL BANK.

Located at 80 and 82 La Salle Street. J. C. Blair, president; John C. Neeley, cashier.

METROPOLITAN NATIONAL BANK.

Located at the northwest corner of La Salle and Madison Streets. E. G. Keith, president; W. D. Preston, cashier.

NATIONAL BANK OF AMERICA.

Located at the northwest corner of La Salle and Madison Streets. Isaac G. Lombard, president; Edward B. Lathrop, cashier.

NATIONAL BANK OF ILLINOIS.

Located at 115 Dearborn Street. Geo. E. Schneider, president; A. H. Hammond, cashier.

NATIONAL LIVE STOCK BANK.

Located at Union Stock Yards, Chicago. Levi P. Doud, president; Roswell Z. Herrick, cashier.

NORTHWESTERN NATIONAL BANK.

Located at 217 La Salle Street. Ebenezer Buckingham, president; Fredrick W. Gookin, cashier.

OAKLAND NATIONAL BANK.

Located at 3961 Cottage Grove Avenue. H. P. Taylor, president; J. J. Knight, cashier.

UNION NATIONAL BANK.

Located at northeast corner of La Salle and Adams Street. J. P. Odell, president; W. C. Oakley, cashier.

PRAIRIE STATE NATIONAL BANK.

Located at 110 West Washington Street. James W. Scoville, president; George Zan Zandt, cashier.

State and Private Banks.

AMERICAN TRUST AND SAVINGS BANK.

Located in the Owens Building, Dearborn and Adams Streets.
G. B. Shaw, president; J. R. Chapman, cashier.

BANK OF MONTREAL.

Located at 226 La Salle Street. William Muro, manager.

CENTRAL TRUST AND SAVINGS BANK.

Located at 172 Washington Street. William Holgate, president; Charles Sparre, cashier.

CHEMICAL TRUST AND SAVINGS BANK.

Located at 85 Dearborn Street. Adlai T. Ewing, president; A. J. Howe, assistant cashier.

CHICAGO TRUST AND SAVINGS BANK.

Located at the northeast corner of Washington and Clark Streets. D. H. Tolman, president; P. E. Jennison, cashier.

COMMERCIAL LOAN AND TRUST COMPANY.

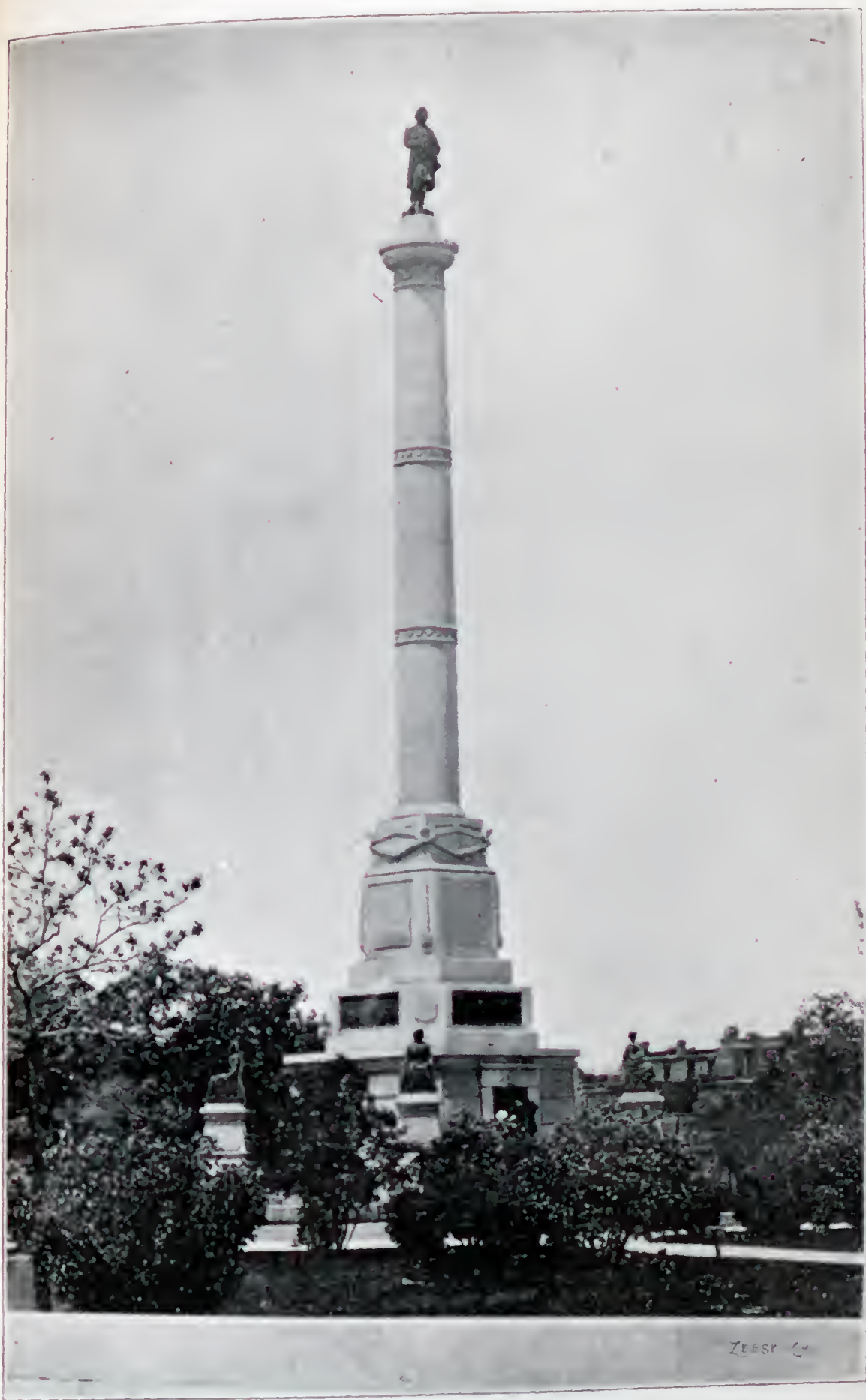
Located at 115-117 La Salle Street. James B. Hobbs, president; Charles C. Reed, cashier.

CORN EXCHANGE BANK.

Located in the Rookery Building, at the corner of Adams and La Salle Streets. Charles L. Hutchinson, president; Frank W. Smith, cashier.

DIME SAVINGS BANK.

Strictly a savings bank. Located at 104-106 Washington Street. Samuel G. Bailey, president; J. W. Converse, teller; William Kelsey Reed, treasurer.



DOUGLAS MONUMENT.

FARMERS' TRUST COMPANY.

Located at 112 Dearborn Street. R. Sayer, president; Josiah L. Lombard, vice-president and treasurer.

GLOBE SAVINGS BANK.

Located at 225 Dearborn Street. Charles W. Spalding, president; H. Stuart Derby, cashier.

HIBERNIAN BANKING ASSOCIATION.

Located at the southwest corner of Clark and Lake Streets. John V. Clark, president; H. B. Dox, cashier.

ILLINOIS TRUST AND SAVINGS BANK.

Located in the Rookery Building, southeast corner of La Salle and Adams Streets. John J. Mitchell, president; James S. Gibbs, cashier.

INTERNATIONAL BANK.

Located at 110 La Salle Street. Francis A. Hoffman, president; Rudolph Schloesser, cashier.

MERCHANTS' LOAN AND TRUST COMPANY.

Located at the southeast corner of Washington and Dearborn Streets. John W. Doane, president; Frank C. Osborne, cashier.

NORTHERN TRUST COMPANY.

Located at 217 La Salle Street. Byron S. Smith, President; Arthur Huntley, cashier.

PRAIRIE STATE AND SAVINGS BANK.

Located at 45 South Desplaines Street. Charles B. Scoville, president; George Woodland, cashier.

*GUIDE TO CHICAGO.***PULLMAN LOAN AND SAVINGS COMPANY.**

Located at 1 Arcade Building, Pullman. George M. Pullman, president; Edward F. Bryant, secretary.

SCHAFFNER AND COMPANY, BANKERS.

Located at the southwest corner of Dearborn and Madison Streets. Herman Schaffner and A. G. Becker, managers.

SECURITY LOAN AND SAVINGS BANK.

Located at 127 La Salle Street. E. R. Walker, president; D. Rankin, cashier.

STATE BANK OF CHICAGO.

Located at the northeast corner of La Salle and Lake Streets. H. A. Haugan, president; John R. Lindgren, cashier.

UNION TRUST COMPANY.

Located at 133 Dearborn Street.

WEST SIDE BANK.

Located at 102 Madison Street. Noble C. Shumway, cashier.

**Inebriate Asylums.**

Sufferers from alcoholic poison or inebriety are treated at the following institutions:

ALEXIAN BROTHERS' HOSPITAL.

Located at 539-569 North Clark Street. Take North Market Street car.

DR. CHARLES W. EARL'S PRIVATE ASYLUM.

Located at 553 Washington Boulevard (West Side). Take Madison Street cable line.

MERCY HOSPITAL.

Located at Calumet Avenue and Twenty-sixth Street. Take Cottage Grove Avenue car.

ST. JOSEPH'S HOSPITAL.

Located on Garfield Avenue and Burling Street, near North Halstead Street. Take Garfield Avenue or North Halstead car.

INSTITUTIONS FOR THE CURE OF INEBRIETY.

The institutions mentioned above give hospital treatment alone. Those which follow accept patients only who will conform to their rules and treatment for a permanent cure of the disease. These are:

THE MARTHA WASHINGTON HOME.

(Exclusively for females.) Located at Graceland and Western Avenues. Take Chicago & Northwestern train at Wells Street depot, North Side, for Culyer Station, near Ravenswood.

The institution is in charge of Mary F. Felt, matron, but is under the supervision of the Board of Directors of the Washington Home. No person is admitted to the Martha Washington Home without first making application to the committee of admission of the Washington Home Association. Residents of Cook County who are unable to pay charges may be admitted free on recommendation of the committee. The regular charges are \$10 per week. Strict rules are in force regarding the behavior of the patients, and the breaking of any of these is cause for discharge from the Home. There are generally from fifteen to twenty inmates at the institution. One hundred and fifty patients were treated at this institution during the year 1890. Moral lessons are given daily, and the atmosphere of the place is Christian-like and kindly.

THE WASHINGTONIAN HOME.

The Washingtonian Home is located at the junction of Madison Street and Ogden Avenue, West Side. Take Madison Street cable line.

This is one of the oldest and best known inebriate asylums in the country. It receives \$20,000 per year from the city, and in return accepts such patients as are sent to it by the courts free of charge, providing they are not former patients. All other patients are required to pay from \$10 to \$15 per week, according to room assigned them. The institution is under the immediate supervision of Superintendent Daniel Wilkins and Mrs. Daniel Wilkins, matron. The patients are required to religiously obey all the rules and regulations of the institution under pain of expulsion. Religious services are held in the chapel every morning, and lectures of an hour in length given during the day. No patient may leave the Home without permission. Good, healthful food is furnished, and each patient after the three first days in the institution is assigned a separate room. There is no attempt at medical treatment, unless the patient be suffering from some disorder other than alcoholism. The moral tone of his surroundings and the lessons he learns from seeing the sufferings of others are the means by which his cure is to be effected. Since the establishment of the Home, in 1863, there have been 13,000 persons treated at the Washingtonian Home. Just how many of this number received permanent benefit there are no means of knowing, but that quite a percentage have never returned to their former habits is claimed by the directors of the institution. There are generally from ninety to one hundred patients in the Home. The Home received during the year 1890 \$48,140.87 and disbursed \$50,830.93.

THE LESLIE E. KEELEY INSTITUTE.

The Leslie E. Keeley Institute for the cure of inebriety, dipsomania and opium habits, is located at Dwight, Illinois, seventy-two miles distant from Chicago. Take Chicago & Alton train at Union depot, Madison and Canal Streets, West Side.

This institution is conducted on a principle entirely new to

reformatories. Here the habit is considered a disease and treated as such. There is no confinement of the patients, but each is allowed his full liberty. Neither is the patient deprived at once of the stimulant he has been in the habit of using. Medicine is given internally and hypodermically, and the patient soon tires of his drug or liquor and voluntarily throws it away. There have been over seven thousand patients treated at Dwight since the cure was put in operation, and it is stated on good authority that only five per cent. have failed of receiving a cure. The drug used is the bi-chloride of gold, and the formula of its decoction is a discovery of Dr. Leslie E. Keeley's.



Gentlemen's and Social Clubs.

ARGO CLUB.

The Argo Club is a semi-aquatic organization. Its club house is situated at the extreme eastern end of the Illinois Central Pier, directly over the Lake. The building is shaped like the body of a three-deck steamer, and the windows resemble port holes. Taken all together is very much in harmony with its surroundings. The interior is elegant and there is a kitchen and storeroom in the hold. The main saloon is on the first deck above. Another deck is furnished with state rooms while the hurricane deck at the top furnishes a delightful promenade and lounging place fanned by the lake breezes. The whole is furnished sumptuously. The club numbers about one hundred members.

CALUMET CLUB.

The Calumet is located at the corner of Michigan Avenue and Twentieth Street and is reached by the Wabash Avenue

cable line. It occupies an entire building four stories high fronting on both the above named streets. On the first floor are the offices, the grand hall and drawing rooms, café and billiard room. The second floor is devoted to card rooms and a large dancing hall which may be easily converted into a theatre. The third floor furnishes private apartments, and on the top floor are the dining rooms and kitchen. To preserve the early history of Illinois and the city of Chicago is one of the chief aims of this organization. Its Roster contains the names of many of the leading men of the South Side as well as those of noted statesmen and scholars of Illinois. Once a year it gives a reception to old settlers and these gatherings have become historic.

THE CHICAGO CLUB.

This is one of the oldest and most exclusive clubs of the city. It has a handsome club house on the north side of Monroe Street between State Street and Wabash Avenue. The Chicago Club is an outgrowth of the old Dearborn Club, which was among the first organizations of the kind in the city. The building now occupied by the club was built soon after the great fire of 1871. The interior is finished with a quiet elegance which accords well with the substantial character of its members. The membership is limited to 450 residents and 150 non-residents. Admission fee, \$3.00. Dues, \$80, payable semi-annually.

IROQUOIS CLUB.

The Iroquois Club is distinctly Democratic in politics. Its club rooms at 110 Monroe Street in the Columbia Theatre building are headquarters for the great leaders of the State and city Democracy. No man is at home here who is not a devoted adherent to the Jeffersonian principals. The club rooms are spacious and furnished with comfortable elegance. No club in the world entertains its guests more sumptuously than the Iroquois. In politics it is a power that is felt in all municipal, State and general elections. The club was organized in 1881 and has now about five hundred members.

UNION LEAGUE CLUB.

The Union League Club is located on Jackson Street and Fourth Avenue, directly opposite the south of front Post Office Square. This club, which was organized in 1879, is patriotic in its aims, and purposes the promotion "by moral, social and political influence the equality of citizenship, the freedom of speech, the purity of the ballot, and loyalty to the Federal Government." It declares for honesty in the administration of public affairs and the conviction and punishment of public officials guilty of betraying their trusts. Although the majority of the club are undoubtedly in sympathy with the Republican party, yet the organization is conducted on strictly non-partisan principles. The club house is a splendid structure; the interior decorations elegant and artistic, and the different departments furnished with princely magnificence. It has a goodly library and an art gallery filled with rare and costly paintings, sculpture and bric-a-brac. The Union League Club is foremost in all great public enterprises which tend to advance Chicago in the eyes of the world, and will contribute largely toward the entertainment of distinguished guests to the World's Columbian Exposition.

UNION CLUB.

The Union Club is situated on Washington Place and Dearborn Avenue, North Side. Take North State Street cars or Clark Street cable line. The wealthiest and most aristocratic club on the North Side. The club house building is among the handsomest of the many handsome structures in this part of the city. Whatever art could suggest in decoration, or money purchase for comfort, are here. The club is strictly a social one and very exclusive as to its membership, which is restricted to 600. Its admission fee is \$100 and its annual dues \$60.

CHICAGO WOMAN'S CLUB.

The Chicago Woman's Club is an outgrowth of the Fortnightly Club, of which Mrs. Caroline M. Brown was the prime mover. It was organized in 1870, and although one of the distinctly speci-

fied aims of the Woman's Club was, from the beginning, philanthropic work, during the first seven years of its existence it was devoted almost exclusively to literary effort and the theoretical study of reformatory and philanthropic work. In the winter of 1883, however, it was decided that the club should enter upon practical work, and since that time an unselfish battle has been persistently carried on by the club in the muddy pool of moral and political abuses. It was instrumental in founding the "Protective Agency for Women and Children" and in securing funds for its conduct during the first few years of its existence. It established and operates a free kindergarten, the use of a room in the Brighton School being allowed them for that purpose. It was active in securing the enforcement of the compulsory education law and in providing clothing for destitute children who could not otherwise attend school. The Industrial Art Association owes its existence to the Woman's Club, which has been successfully introduced into the different mission schools of the city. One of the most important financial undertakings of the Woman's Club was the raising by the efforts of individual members of \$40,000 for the Industrial School for Boys located at Glenwood.

THE CHICAGO ELECTRIC CLUB.

The Chicago Electric Club is composed of electricians and those connected with electric pursuits. Its rooms at 103 Adams Street are very handsomely fitted up. There are reception rooms for members and their friends of both sexes. The club has its own dining hall, billiard and card rooms and a pleasant audience room for club meetings decorated with works of art, paintings and bric-a-brac. There is also a music room with piano and other instruments. The names of some of the members are well known in European circles as well as in our own county.

THE ILLINOIS CLUB.

The Illinois Club is the fashionable social organization of the West Side, its membership being composed principally of prominent business men who are residents of that section of the city.



WASHINGTON PARK, DERBY DAY, 1891.

The club was organized in April, 1878, and occupies a two-story stone front mansion at 154 South Ashland Avenue, one of the finest of the West Side thoroughfares. The furnishing throughout—billiard, card and reading rooms, parlors and all other apartments—is both elegant and substantial; the decoration is of a highly artistic order. The walls are hung with many choice works of art from the most noted studios of Europe and America. The receptions and musicales given by the club are delightful entertainments, and the club house is thronged with representatives of the world of fashion on such occasions. The membership fee is \$100, and the annual dues \$40.

THE FORTNIGHTLY CLUB OF CHICAGO.

The Fortnightly Club of Chicago meets on the first and third Fridays of each month at 2:30 P. M. at Art Institute, Michigan Avenue and Van Buren Street. It was originally organized as a Woman's Club in 1873 by Mrs. Kate Newell Doggett, but is now devoted to social intercourse and intellectual culture. A thorough knowledge of the subject to be treated at each meeting is necessary. Each writer has a year in which to master the subject she is to present. The work of the club for the year is divided into two courses, the continuous course of study and the miscellaneous course. A committee of five members takes charge of the continuous course which is represented by a paper at one of the two meetings that occur each month, and another committee of the same number directs the miscellaneous course, which presents a paper on the alternate day. At each of the meetings a discussion under appointed leaders follows the paper. Tea and cake are served and a delightful social hour closes the meeting. The membership of "The Fortnightly of Chicago" is limited to 175. The initiation fee and also the yearly dues are \$12. The officers are: President, Mrs. Charles D. Hamill; vice-presidents, Mrs. Otto H. Matz and Mrs. H. M. Wilmarth; corresponding secretary, Mrs. Henry B. Stone; recording secretary, Mr. F. H. Gardiner; treasurer, Mrs. B. F. Ayer.

HARVARD UNIVERSITY CLUB.

This club is composed of graduates of Harvard University who are residents of Chicago. It has no club house but gives an annual entertainment and banquet at the Auditorium Hotel, where it entertains the graduates and officers of the Harvard University.

HYDE PARK SUBURBAN CLUB.

The Hyde Park Suburban Club is located at the corner of Washington Avenue and Fifty-first Street in Hyde Park Center. Take Illinois Central train, foot of Randolph or Van Buren Streets. Officers, President, Judge Van H. Higgins; vice-president, B. F. Ray; secretary, W. P. Griswold; treasurer, C. A. Mallory; directors, Hamilton B. Bogue, L. P. Harvey, Charles H. Hunt, William H. Kerr, W. V. O'Brien, W. L. Pearce, Barton Sewell, A. W. Wheeler and Geo. L. Warner. The club has a handsome building, well fitted for pleasure and comfort. It is strictly a gentlemen's club and nothing is neglected which could add to the æsthetic or animal nature of its members. A neat café, billiard room, card rooms, art gallery, and a spacious reception hall, all finished in antique oak, make a handsome interior.

The building was designed and built for the special purposes of this club. It was dedicated in 1890.

IRISH AMERICAN CLUB.

The Irish American Club was organized May, 1880, with a charter membership of 100. It has pleasant quarters at 40 Dearborn Street. The club is officered as follows: President, M. B. Harley; vice-president, Thomas H. Cannon; financial secretary, John B. Heanley; secretary, Joseph J. Duffy; treasurer, N. D. Laughlin. Admission fee, \$25. Annual dues, \$20. This club is strictly non-partisan and non-sectarian, and is composed of some of the leading Irishmen and Irish Americans in the city. The club rooms are handsomely fitted up. Receptions are frequently given.

THE LAKESIDE CLUB.

Located on Indiana Avenue, between Thirty-first and Thirty-second Streets. Take Indiana Avenue car, via Wabash cable line. The club house, a modern building of brick and stone, containing three stories and a basement, is owned by the organization. The billiard room, café, bowling alley, private supper room and dining room, capable of seating 400 guests, are located in the basement; on the first floor are the ladies' and gentlemen's parlors and reception room, drawing rooms, and an assembly and dancing room fifty-five feet wide by one hundred feet long; in the second story are the card rooms and gymnasium; in the third story are private rooms and servants' apartments. Admission fee, \$50; annual dues \$40.

THE KENWOOD CLUB.

The Kenwood Club is located at Forty-seventh Street and Lake Avenue, Kenwood. Take Illinois Central train at Randolph or Van Buren Street depot. It is a social and family club and ladies and other members of the family are entitled to privileges. A bowling alley, dining-room and kitchen are in the basement; the hall, office, reception and dancing hall are on the first floor; on the second floor are the card rooms, billiard room, reading room, library, ladies' and gentlemen's dressing rooms, etc. The officers are: Edwin F. Bayley, president; William S. Seaverns, vice-president; Charles B. Vankirk, second vice-president; Harry B. Black, treasurer; Charles C. Whittiker, secretary. The board of directors is composed of C. B. Bouton, John S. Belden, William T. Brown, Ed. R. Woodle, W. T. Whetmore, T. S. Fauntleroy, J. Frank Aldrich and F. H. McClure. Admission fee \$100; annual dues, \$40.

THE EVANSTON COUNTRY CLUB.

This is a summer social organization of the suburb of Evanston. The club house is situated in the midst of beautiful grounds, on Hinman Avenue and Clark Street, close to Lake Michigan and is known as the "Shelter." The club gives frequent receptions, band concerts, boating parties, etc., during the season. The mem-

bership is about 300 equally divided between ladies and gentlemen. The officers are: President, Marshall M. Kirkman; vice-presidents, William E. Stockton and Frank Elliott; treasurer, Nicholas J. Iglehart; secretary, Edwin F. Brown. The directorate is composed of twenty ladies and eleven gentlemen. The badge of the club, a four-leaf clover, is worn by many of Chicago's prominent business men.

THE LA SALLE CLUB.

The La Salle is prominent among the wealthy and aristocratic West Side social organizations. It is located at 252 Monroe Street and is easily reached by the Madison Street cable line. The club house is a marble front building with a frontage of 125 feet and a depth of ninety-five feet. A recent addition of 48 by 125 feet gives the club roomy quarters. In the basement are the lunch room, café, cigar stand, gymnasium and bowling alley. A large hall, two parlors, a reading room, and a billiard room occupy the first floor; on the second floor is a large assembly hall and several card rooms; private apartments and the servants' quarters occupy the upper story. The admission fee is \$50 and annual dues \$20.

NEWSBOYS' CLUB.

The Newsboys' Club is located in the Imperial building, 252-260 South Clark Street. It has pleasant rooms, a library of about 600 volumes, games and amusements. The members are quite as proud of their quarters as their more wealthy neighbors. Good character is the essential recommendation to membership in this club. Its officers are: Miss J. P. Miller, president; Miss Sands, vice-president; Miss Rutherford, recording secretary; Miss Oldham, corresponding secretary; Miss Barker, treasurer, and Misses Pearson and Miss Castle, librarians.

THE STANDARD CLUB.

The Standard Club is located on Michigan Avenue and Thirteenth Street. Take Wabash Avenue cable line. The leading Hebrew club of the city. It was organized in 1869 and occupies

one of the most elegant and complete club houses in Chicago. In the basement are the bowling alleys, gymnasium, etc.; on the first floor are the parlors, library, café, billiard room, etc.; on the second floor are ladies' parlors and retiring rooms, and three dining rooms; on the third floor is the assembly and ball room, with theatrical appointments. The club is richly furnished. Its membership is limited to three hundred and fifty. Admission fee, \$100; annual dues, \$80. Officers: President, Joseph Spiegel; vice-president, M. Bensinger; treasurer, Abr. G. Becker; financial secretary, Bernard Mergentheim; recording secretary, N. Greenfelder. Directors: M. Selz, M. Hirsh, H. Nathan, J. R. Wineman, A. M. Snyder, N. J. Schmaltz, H. Elson, M. Born, Adolph Loeb, H. Hepner.

THE SUNSET CLUB.

The Sunset Club is an association of professional and business men, which meets periodically for the purpose of discussing some question of current interest and listening to the reading of papers on important national or local subjects by members of the club.

THE WAH NAH TON CLUB.

The Wah Nah Ton Club is a Chicago Democratic club, something after the style of the Tammany of New York City. Committees: At large—General John C. Black, Allen C. Durborow, Jr., John P. Hopkins, J. W. Richards, William H. Barnum, William J. English, William C. Walsh, Henry T. Murray, M. J. Kearney, Benjamin F. Ely, Henry P. Fleming, John S. Cooper, Robert J. Smith, James S. Thomas, Jacob Stainer, Owen Murray, N. A. Cremer, Frank E. Kennedy. Wards—Harry Wilkinson, John C. Schubert, Charles Kern, William Best, Daniel Corkery, Edward Burke, W. E. McCarthy, William Loeffler, Edward Culbertson, Patrick McMahon, John A. King, James Bradley, Rodger C. Sullivan, H. Olaf Hanson, John Lonergan, Victor Bardonski, William H. Ford, William J. Major, John Powers, W. H. Larkin, George Kersten, James H. Farrell, William H. Lyman, Fred

Greisheimer, Harry Geohegan, Michael Fitzgerald, W. J. Florence, Thomas Kelley, Thomas Gahan, John Fitzgerald, Jesse Sherwood, C. S. Darrow, Dr. J. J. Larkin, F. J. Gaulter.

THE PRESS CLUB OF CHICAGO.

The Press Club of Chicago was organized and incorporated in January, 1880, for the purpose of securing a closer intimacy among members of the journalistic profession in Chicago, and affording them a place of rest and recreation during their unemployed hours. The club rooms are located at 131 Clark Street. The club membership is limited to 250. It has now about 240 members. It is the only unmixed newspaper club in the country. Nobody is eligible to membership who has not been for at least one year prior to his application, connected in a literary capacity with a Chicago newspaper, or who shall not have been engaged in purely literary work for the same length of time. The rooms occupy the entire third floor of the building, and a pleasant café and ladies reception room on the second floor. The club contemplates building a club house of its own in the near future. The last Saturday night in each month is termed "Fourth Night," and is devoted to a reception of the members of the club, their friends, and ladies. Twice each year there is a grand benefit performance in some leading place of amusement, the proceeds of which go to the building fund. Some of the best operatic, dramatical and oratorical talent of both continents has appeared at these entertainments. The membership fee is \$25; the annual dues, \$20. The club has the portrait of each president done in oil at the close of his term. F. B. Wilkie, one of the main organizers of the club, was its first president. The present officers are: President, William A. Taylor, the *Herald*, first vice-president, Thomas R. Weddell, *Inter-Ocean*; second vice-president, A. T. Packard, Railroad News Bureau; third vice-president, Oliver E. Moody, *Morning News*; recording secretary, William M. Glenn, *Tribune*; financial secretary, Sam. T. Clover, *Herald*; treasurer, Melville E. Stone; directors, Kirk LaShelle, *Evening Post*; John J. Lane, *Mail*; John E. Wilkie, *Tribune*; R. C. Jacobsen, *Hide and Leather*; W. T. C. Hyde, *Times*.

THE PHŒNIX CLUB.

The Phoenix Club is located at Thirty-first Street and Calumet Avenue. Take Cottage Grove Avenue cars. It is composed of young men of Hebrew lineage. The club rooms were secured for five years, and \$5,000 has been expended in remodeling and building. There are two large parlors, a library, dining-room, billiard hall, smoking room, and all the requisites of a first-class social club. Card playing and any form of gambling are positively prohibited. Officers: Milton A. Strauss, president; A. J. Briersdorf, vice-president; D. L. Frank, secretary; E. Lowenstein, assistant secretary; and L. A. Nathan, treasurer.

PARK CLUB OF HYDE PARK.

This club was organized in 1868 as a family club. It is located on Rosalie Court, Hyde Park Center. Take Cottage Grove Avenue cable line, or Illinois Central train at Randolph or Van Buren Streets to South Park station. It occupies a handsome building four stories in height. On the first floor are the ladies' reception room, café and hall; on the second floor are the billiard room, card rooms and director's room; the upper room is thrown into an assembly room with boudoirs, etc. The basement is given up to bowling allies, pool room and janitor's rooms. The club has splendid verandas, which make it a most attractive resort in the summer. Admission fee, \$50; annual dues, \$25.

THE UNIVERSITY CLUB.

The University Club is located in the University building on Dearborn Street and Calhoun Place. Its members are graduates of the various colleges and universities. The entire building above the fourth floor is occupied by the University Club. The apartments are richly and tastefully furnished. There are reception rooms, parlors, billiard room, card rooms, etc., and all the comforts of a modern club house.

THE WASHINGTON PARK CLUB.

This popular club is situated at South Park Avenue and Sixty-first Street. Take Cottage Grove Avenue cable line. It was organized in 1883. It has a commodious Club house, within easy access of the Washington Club racing park, south of Washington Park. It is a combination of the higher class of sporting, country and city clubs, members of nearly all the other leading clubs being connected with it. The club house is handsomely fitted up for the comfort of the members and the ladies of the members' families. Following are the officers for 1891: President, George Henry Wheeler; vice-presidents, Samuel W. Allerton, Albert S. Gage, Charles Schwartz, Columbus R. Cummings; treasurer, John R. Walsh; secretary, John E. Brewster; assistant secretary, James F. Howard; executive committee, the president, the vice-presidents, the treasurer, *ex-officio*, Charles D. Hamill, John Dupee, Jr., Arthur J. Caton, Henry J. McFarland, Thomas Murdoch, J. Henry Norton, John B. Carson; property committee, John Duyec, Jr., Charles D. Hamill, John B. Carson; house committee, Charles Schwartz, Charles D. Hamill, J. Henry Norton; racing stewards, Albert S. Gage, Samuel H. Sweet, Henry J. McFarland, John Dupee, Jr., John E. Brewster; board of directors for 1891, Nathaniel K. Fairbank, Norman B. Ream, Samuel W. Allerton, James W. Oakley, Columbus R. Cummings, Charles J. Barnes, John R. Walsh, J. Henry Norton, Albert S. Gage, Samuel H. Sweet, Henry J. McFarland, George H. Wheeler, Thomas Murdoch, Charles J. Singer, James B. Goodman, John Dupee, Jr., Wirt D. Walker, John H. McAvoy, John B. Carson, Thomas Cratty, Arthur J. Caton, Charles Schwartz, Charles D. Hamill, John E. Brewster. The admission fee is \$150; annual dues, \$40.

THE WHITE CHAPEL CLUB.

This is one of the most unique clubs in the country and is as widely known as the famous Clover Club of Philadelphia. The club rooms are located in the rear of 122 La Salle Street, fronting on Whitechapel Court. It is a purely social club and its members are men of marked ability in the professional or literary field. This is the test of eligibility. Residents of Chicago are permitted



EXCAVATING AT JACKSON PARK FOR EXPOSITION SITE.

to visit the club rooms on Saturday, and inspect the extremely unique decorations, when vouched for by a member of the club. It is customary, once a month, to hold a social meeting called a "Symposium," to which guests are invited by the club and by individual members. The initiation fee is \$25, and one objection from any member bars an applicant from admission. President, Chas. G. Seymour; corresponding secretary, Hugh Blake Williams, M. D.; financial secretary, Willard C. Thompson; treasurer, Henry Kusters; board of directors for 1889-90, Dr. Frank W. Reilly, Sidney P. Browne, Frederick F. Thompson, Will P. MacHenry, George A. Babbitt, Opie P. Read, Dana L. Hubbard, and Horace Taylor.



The Daily Newspapers.

The history of the newspapers of Chicago is quite as wonderful as the history of its trade and commerce, its massive buildings or its magnificent parks and boulevards. The daily papers of Chicago rival those of New York in every feature. Individual genius, without which no great American paper was ever established, marks the utterances and shapes the policies of each of the leading dailies of this city. Their opinions on subjects pertaining to the affairs of the nation have as much to do with shaping the policy of political parties as the utterances of the journals of the country's metropolis.

Chicago has twenty-four dailies, 260 weeklies, thirty-six monthlies, five bi-monthlies, and fourteen quarterlies. According to the report of the postmaster-general, the quantity of newspapers mailed at Chicago during the year 1890 equaled the combined amounts mailed at Boston, Cincinnati, Buffalo, Baltimore, and New Orleans. Twenty million pounds of serial matter was mailed for distribution by publishers of this city during the last year. This amount does not include the great number of daily papers distributed throughout the city by carriers and sold on the street by newsboys. The following are the leading daily publications:

THE CHICAGO TRIBUNE.

When Chicago was little more than a village the Chicago Tribune was founded. Its first number was issued on the 10th day of June, 1847, from a little room in the third story on Lake Street. To-day, from a handsome building of its own on the southeast corner of Madison and Dearborn Streets, it sends forth more than 90,000 papers every day: its editorials are quoted in every civilized country, and its influence second to no newspaper in the United States.

The founders of the Chicago Tribune were James Kelly, John E. Wheeler, Joseph K. C. Forrest and Thomas A. Stewart. The history of the paper from that time until 1854 is one of trials. The town of Chicago was in its swaddling clothes; people were poor; facilities for gathering news were few, and oftentimes there were none at all. In 1854, two important events in the history of the Tribune had occurred. One was the issuing of a tri-weekly, the other the publication of Associated Press dispatches, which association the Tribune assisted in organizing, and of which it remains a member.

Up to this time several changes had taken place in the proprietary interests and management of the Tribune. It was about this time that Mr. Joseph Medill, now editor-in-chief and principal owner, came to Chicago from Cleveland, O., and purchased an interest in the Tribune. In 1855 he became managing editor and business manager and organized a staff. It was at this time that the Chicago Tribune commenced to assume the features of a metropolitan daily newspaper. The old press, previously operated by hand, was removed to make room for a steam-power press. From that day until the present, the standing question in the Tribune office has been, "How can we get more presses and faster to reach the daily increasing circulation?" In 1858 the Tribune absorbed the Democratic Press of this city, and for a while the paper was issued as the Press and Tribune.

In 1860 the name of the paper was restored, and in 1861, under an act of the legislature, the Tribune Company was incorporated with a capital of \$200,000, the principal stockholders being

J. L. Scripps, William Bross, Charles H. Ray, Joseph Medill, and Alfred Cowles.

Mr. Medill became editor-in-chief in 1873, and has had the controlling interest since. It is under his administration that the paper has reached its present extraordinary success. In 1871 occurred the fire which forms one of the pages of the world's history. On the night of the 8th of October in that year, one-half of the Tribune had been printed. [This was before the present system of printing an entire paper at once was known.] The facts, incidents and other data of the fire had been written and sent to the composing room. But before the hour of going to press the flames had reached the Tribune buildings and driven out every occupant, and a few minutes later the building was in ruins.

Mr. Medill at once procured a temporary building on Canal Street, near Randolph, and the paper was issued from there Wednesday morning, two days after the fire, with a very full account of the greatest fire in the history of conflagrations.

In exactly one year from that date the Tribune had completed its present building and moved into it. It required something more than money to accomplish these wonders. This something the Tribune still retains, and it is that which has caused the daily circulation to travel upward from 2,240 in 1855 to more than 90,000 in 1891, and which has made it one of the greatest advertising mediums in the whole country.

It is not necessary to enlarge upon the history of the Tribune. The project of the World's Columbian Exposition was in part one of the suggestions of its editor, and to its completeness he has contributed most valuable service and counsel.

THE CHICAGO TIMES.

The Chicago Times was founded in the early part of 1854, the first number being issued January 10 of that year. Its original proprietors were James W. Sheahan, Daniel Cameron and William Price. Sheahan was a young law student in Washington, D. C., supporting himself by reporting the proceedings of Congress for the *New York Herald* and writing newspaper articles on

various topics. Stephen A. Douglass became impressed with his journalistic ability and urged him to go to Chicago and become the editor of a new paper. Douglass was anxious for the establishment of a paper which would support his views in the contest over the Kansas-Nebraska Bill, then at its height. So in the midst of this great political storm the Chicago Times began its career.

The paper soon began to attract attention, for Sheahan was a most vigorous and forcible writer, but the business management of the concern allowed it to become entangled in financial embarrassments and in 1860 it passed into the hands of Cyrus H. McCormick, of reaper fame.

Mr. McCormick found that the talents which had made him rich as a manufacturer of farm implements were not adapted to running a newspaper successfully and he soon became tired of the business, and in 1861 he sold it to Wilbur F. Storey, who had just disposed of the Detroit *Free Press*. Mr. Storey found the affairs of The Times in a rather unpromising shape but he put his last dollar into its coffers and by the force of his great energy, his imperious and invincible will, his audacity and uncompromising aggressiveness, soon put the paper on a paying basis and it was not long until the Chicago Times was one of the best known and most widely read papers in America.

The career of Wilbur F. Storey is a part of the history of the country in the crucial era of its existence. Perhaps with one exception he is the most striking figure in the annals of American journalism. He was the leading force in the West, if not in the country, in developing the daily newspaper into the marvelous gatherer and purveyor of intelligence that it is. The amazing prodigality with which he poured into every corner of the earth money to build up the facilities of his paper for obtaining the news appalled his conservative contemporaries, but like bread cast upon the waters it returned a hundred fold and it was soon found that the golden stream had changed its course and was flowing back. Riches and greatness were the recompense for those years of tremendous energy and tireless effort.

Mr. Storey's fearless persistence in criticising the government during the war led to an attempt by Gen. Burnside to suppress

the sheet by a military order, but this was countermanded by President Lincoln and the paper never missed an issue. About 1877 Mr. Storey's health began to fail and he gradually relinquished the active management of his paper. After a physical decline extending over several years he died in 1884.

The Times passed through the various stages incident to property involved in the settlement of a great estate, embarrassed by the contentions of rival claimants and subjected to expensive litigation. It emerged from this to become again involved in a legal controversy concerning its ownership which at this writing (August, 1891), has just been happily settled by a sweeping decision in the federal court which clears away all dispute and leaves the paper free and unhampered.

The fortunes of the paper are now in the hands of Joseph R. Dunlop, editor-in-chief, and Herman J. Huiskamp, head of the business management. Mr. Huiskamp is president of the Chicago Times Company and Mr. Dunlop secretary. These gentlemen bring to their present positions the prestige and potency of success already achieved in life and their active presence at the head of the Times is rapidly placing the paper on its old footing as one of the great newspapers of the world. Mr. Huiskamp before forming his connection with the Times had amassed a fortune in another business enterprise, and Mr. Dunlop has long been conspicuous among the leading journalists of the country.

The Times is an independent Democratic paper, but, as in the days of Storey, it steadily refuses to become the organ of any faction or of any man. Its editor's instructions to his subordinates are: "Print the news and be fair."

THE INTER OCEAN.

The Inter Ocean came into the newspaper field nineteen years ago to satisfy a want manifest to many people in Chicago and the Northwest. The judgment of its founder, the late J. Young Scammon, was confirmed by the support it received from the people, and the rank it took among the leading papers of the country. The competition it encountered from powerful rivals was intense, but it flew the Republican banner, true blue, and won with the

people. A newly established newspaper requires money, and this one was no exception to the rule. The great financial panic in 1873, as a supplement to the fires of '71 and '72 that had reduced Chicago to ashes, seriously sapped the fortune of Mr. Scammon. After a varying struggle of two years, in October, 1875, the *Inter Ocean* was sold, under the foreclosure of a mortgage held by Dr. O. W. Nixon, to the *Inter Ocean Publishing Company*, a corporation organized especially for publishing it. Then Hon. F. W. Palmer, who was editor of the paper, was president of the new corporation, and William Penn Nixon, secretary and treasurer. In 1876 Mr. Palmer resigned his position both as editor of the paper and president of the company. Dr. O. W. Nixon was made president of the corporation and William Penn Nixon became editor and general manager, and has since continued to discharge his laborious dual duties with wonderful success, as is attested by the growth and power of the paper under his direction. A few months ago H. H. Kohlsaat, one of the most successful and enterprising young business men that Chicago has produced purchased a controlling interest in the *Inter Ocean*, and has now assumed the business management as publisher. William Penn Nixon continues in editorial charge of the paper that he has established upon sound and patriotic principles, making the *Inter Ocean* a newspaper in the highest and best sense of the word. The *Inter Ocean* has not always been a great financial success, but through its large circulation has made itself an influential power. At a low estimate its various editions have not less than a half a million readers.

A little over a year ago the paper forsook its modest, overcrowded quarters on *Madison Street*, and moved into its new home, a commanding seven-story structure on the northwest corner of *Madison and Dearborn Streets*. (This corner was purchased by Mr. Kohlsaat in 1890 at the then phenomenal price of \$7,500 per front foot.) Walter Scott, one of the fathers of the perfecting press, made a number of his inventions while foreman of the printing department of the *Inter Ocean*, and it was due to him that this paper was the first newspaper in the world to be cut, folded and pasted without rehandling after leaving the press. It was the first paper in the West to secure direct cable service from

Europe, and it was the pioneer in adopting electricity as the motive power to run its presses and stereotyping machinery.

An exchange once remarked of this paper: "Among those papers which commend themselves to thinking men for their unflinching advocacy of human rights, their correct position, and their merits, the *Inter Ocean* is pre-eminent."

THE CHICAGO HERALD.

On the south side of Washington Street, between La Salle Street and Fifth Avenue, stands a building which, though not prominent on account of its size, yet nevertheless attracts the attention of all who come within its vicinity to the exclusion of, in some respects, more pretentious surroundings. Though but six stories high and in the center of a block it possesses an individuality which arrests the interests and commands the admiration of the beholder. Three massive granite arches form an imposing substructure from which rises to a gable surmounted by a tall flagstaff the handsome terra-cotta front. At the base of the flagstaff stands out in bold relief the large bronze figure of a mediæval herald, while within arched recesses above the fourth story windows sculptured figures in bas-relief represent various stages of progress in the art of printing. Statue and figurés are highly artistic, and reflect great credit upon the gifted sculptor, Johannes Gelert, whose work they are. A glance reveals the structure as a newspaper building, the new home of the *Chicago Herald*.

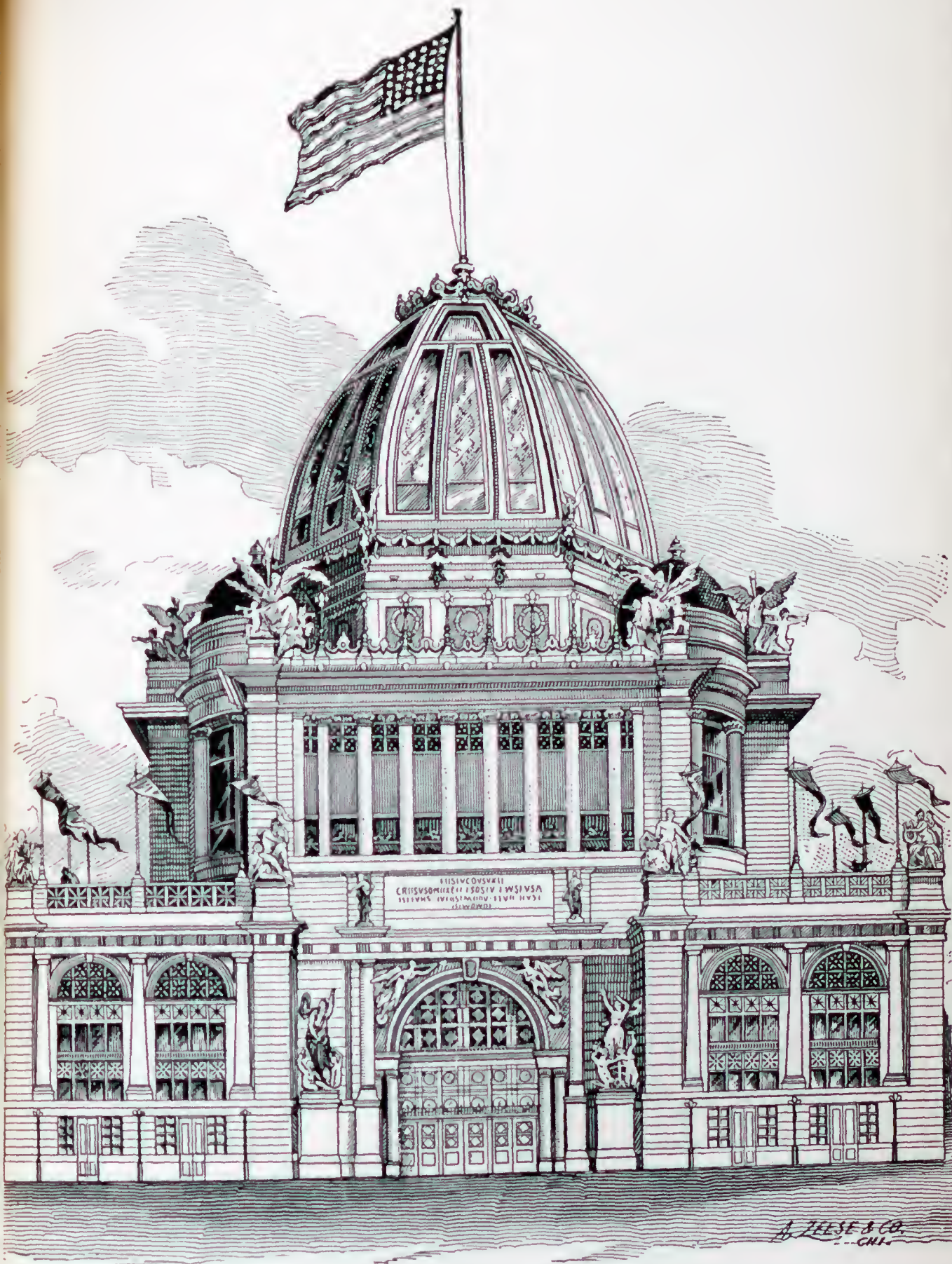
With a frontage of sixty-one feet it runs back one hundred and seventy feet to the alley, while from the ground to the apex of the gable the distance is one hundred and twenty feet. Passing through the entrance the visitor finds himself within a room sixty by sixty, somewhat resembling a large hotel rotunda—the most commodious and artistically decorated newspaper business office in the United States. It richly repays a visit. A gallery to the left in the rear overlooks the press-room in the basement where ten Scott-Potter web perfecting presses stand in a straight line. An electric light plant in the basement provides for the illumination of the entire building with both arc and incandescent lights. Elevators upon the right side of the business office

lead to the leased offices on the second, third and fourth floors, and to the editorial floor and the composing and stereotyping rooms above. Abundant light is furnished by a court sixty by thirty upon the east side of the building. The composing room upon the sixth floor (with its high ceiling, perfect ventilation and walls of white glazed brick) is such an one as has never been seen before. The building throughout is supplied with every possible convenience for the comfort of employes and tenants, and every attainable facility for the production of a newspaper. It is said to be the most complete newspaper structure which has yet been erected. The marvelous success of the Herald has been achieved within a single decade. Its existence for several years after its birth was a struggle, but the ability and industry of its founder and publisher, James W. Scott, soon started the tide of success which has given it the largest morning circulation in Chicago and made it one of the most profitable newspapers of the country. Democratic but independent in politics, it is recognized as the most influential exponent of Democracy in the West. The paper is owned by the Chicago Herald Company, of which James W. Scott and John R. Walsh are the principal stockholders. H. W. Seymour has charge of the editorial page, and W. A. Taylor is news editor.

THE DAILY NEWS.

The Daily News was founded in December, 1875. It has three distinct publications: the Morning News, the Noon News and the Evening News. The combined circulation of these editions is 220,000 to 200,000, daily. It is owned by the Chicago Daily News Company, Victor E. Lawson, editor and publisher. The News was founded by Melville E. Stone, Percy R. Miggy and William E. Doughter. Both the latter named gentleman retired during the first year, Mr. Victor Lawson securing the principal stock, and Mr. Stone becoming editor. Later he became part owner of the paper. In 1888 Mr. Stone retired from the paper and Mr. Lawson, who had from the first year of the existence of the News been its publisher, took complete management of its affairs.

Much of the wonderful success achieved by the News is no



ADMINISTRATION BUILDING.

doubt due to the ability and genius of Mr. Lawson. The Daily News gives the gist of domestic and foreign news in a condensed form. Its editorials are crisp and forceful, and it boldly strikes at public abuses regardless of party. The Daily News has an equipment of four Hoe quadruple inserting presses with a combined capacity of 160,000 eight-page papers an hour. It has a force of 316 people at work in the different departments, and its numerous editions and extras gives employment to thousands of newsboys during the whole day. Its offices, press and publication rooms are at 123 Fifth Avenue.

ILLINOIS STAATS ZEITUNG.

The Illinois Staats Zeitung is a German daily morning paper. Its office of publication is on the northeast corner of Washington Street and Fifth Avenue. The founder of the Staats Zeitung was Robert Hoeffgen, in 1848. It was issued as a weekly, and the proprietor wrote his own matter, solicited advertisements, set his own type and worked off the paper from the press. Having done this he took the papers on his arm and went about delivering them to his subscribers.

Dr. Helmuth, Arnold Voss, Herman Kriege, edited the paper in turn. In 1851 George Schneider became connected with the paper and it was changed into a daily. It was an ardent supporter of Abraham Lincoln in the memorable Lincoln-Douglass campaign. No paper did more for the success of Mr. Lincoln than did the Illinois Staats Zeitung. The influence of the Illinois Staats Zeitung is felt in the Common Council, the Legislature, and in political campaigns, National or State, as well as in all local elections. More than once it has been opposed by the entire Anglo-American press, but yet has carried the day. In 1861 William Rapp became the editor of the Illinois Staats Zeitung. In the same year Mr. Lawrence Brentano bought out Mr. Hoeffgen's interest and assumed the editorial management. In the fall of that year Mr. Geo. Schneider sold his interest to Mr. A. C. Hesing. Messrs. Brentano and Hesing were associated together until 1867, when Mr. A. C. Hesing purchased Mr. Brentano's interest. In this year Mr. Herman Raster assumed the editorial

management, which position he filled with great honor until his death in Germany in August, 1891. The fire of 1871 claimed the Illinois Staats Zeitung as one of its victims. Its loss was total, yet it was among the first of the Chicago dailies to appear, which it did within forty-eight hours after the fire had ceased. On the 10th of March, 1872, its present magnificent structure was completed and occupied. The cost of the same, with machinery, presses, etc., amounted to nearly \$300,000. The Illinois Staats Zeitung of to-day is among the German newspapers second only to the New York *Staats Zeitung* in wealth and circulation, while in ability, in power and in influence it is not equaled, much less surpassed, by any German newspaper of the United States. The combined circulation of the editions of the Illinois Staats Zeitung amount to over 97,000, being larger than that of any German newspaper published west of the Allegheny Mountains.

THE CHICAGO EVENING POST.

The Chicago Evening Post, whose first number was issued on Tuesday, April 29, 1890, assumed from the start a place and clientage of its own. It is a newspaper of eight pages, complete in all departments. James W. Scott is the president of the company which publishes it; Cornelius McAuliff is managing editor, Montgomery B. Gibbs, city editor, and Clinton Collier, business manager.

On Saturday, January 24, 1891, it abandoned its temporary office and moved into its own new and commodious quarters, the Evening Post Building, 164 and 166 Washington Street, a handsome, modern structure specially constructed for its own occupancy. This, within nine months of its foundation, was not the least of the achievements of the new paper. The building has a frontage of 40 feet on Washington Street and extends 175 feet back to Calhoun Place, having light on three sides and from a roomy court. The counting room and publication offices occupy the ground floor and the editorial rooms the upper floors. In the basement are six Scott presses with a capacity of 15,000 an hour. Each department is equipped with the most modern devices for speed, accuracy and convenience. The Evening Post is independent in

politics as in all other things. It is pre-eminently a newspaper. Direct wires connect its office with bureaus in Washington, New York and other news centers, and carry day by day a larger telegraph service than ever was attempted by an afternoon paper before.

The Evening Post is, specially aside from its news features, noted for the fullness and accuracy of its commercial and financial reports, its intelligence of society and women; its art, musical and theatrical features, its sporting intelligence, and for its wealth of literary and miscellaneous matter. Its numerous illustrations are easily among the first daily papers of the world. They find a handsome setting in the typographical beauties of the paper's well printed pages. In spite of a continually increasing pressure upon its columns by advertisers, the Evening Post has refused to exceed its limit of eight pages. In that space its finds room to give a daily summary of the affairs of the world, in form at once complete and readable. The appreciation of Chicago people for such service is attested by the growing circulation of the Evening Post, which one year after its birth exceeded that of any other paper in Chicago, with the possible exception of two.

THE CHICAGO EVENING JOURNAL.

The Evening Journal is the oldest of Chicago newspapers. William Stewart was its founder, and its first number was issued April 9, 1839. In 1841 it was sold to the late Judge Buckner S. Morris. Its publication was discontinued in the fall of 1842, and a month later the Express was started as its successor. In 1844 the Express was sold to a stock company and started anew as the Journal. A few months later the paper passed into the hands of Richard L. Wilson, its editor, and was established on a firm basis as an organ of the Whig party. At the demise of the Whig party the Journal became a Republican paper, and has since that time continually upheld the principles of that party.

In December, 1856, Richard Wilson died, and Charles Wilson, who was associated with him in the publication of the Journal, became sole proprietor of the paper. He was appointed secretary of the American legation at London under President Lincoln, and

during his absence the affairs of the Journal were in charge of his brother, John L. Wilson. Andrew Shuman was editor. During the stirring years of the Civil War the Journal grew rapidly in circulation and influence. The fire of 1871 swept away the Journal office and consumed all its books and papers. With an enterprise worthy of Chicago, the proprietors rented a job office on the West Side that had escaped the flames, and that evening the paper appeared as usual, not having missed a number. In March, 1875, Charles L. Wilson died and the greater part of the stock of the Journal went to his wife and daughter. Andrew Shuman was made president of the company, and continued to control the editorial policy of the paper, with Henry W. Farrar, Mrs. Wilson's brother, as secretary, treasurer and business manager. On the 1st of March, 1880, the company leased the newspaper establishment to Andrew Shuman and John R. Wilson, a nephew of the late proprietor. This partnership was continued until January 1, 1883, at which time John R. Wilson obtained control of a majority of the stock, the officers then being Andrew Shuman, president; W. K. Sullivan, secretary, and John R. Wilson, treasurer. On Gov. Shuman's death, in May, 1890, W. K. Sullivan was elected president and John R. Wilson secretary and treasurer.

The Evening Journal is published at 161 Dearborn Street. It is conservative in all its statements, and is looked upon as one of the most reliable newspapers in the country. Its support comes from the more conservative element of the Republican party.

THE CHICAGO GLOBE.

The Chicago Daily Globe was founded in 1887 by Charles R. Dennett, Andrew Matteson, and A. L. Paterson, of the old Times' staff under the Storey management, and Horace A. Hurlbut, A. T. Ewing, and Walter C. Newberry. On August 7, 1890, it passed into the hands of the present management, with Harry Wilkinson as publisher and editor.

From an early day under the new management the paper began to thrive and to take a prominent place among its older contemporaries. It was bold and aggressive in the discussion of political questions; and an eloquent representative of the Demo-

cratic party in Chicago and Illinois. It championed the cause of labor, and many prominent labor organizations voted it their official organ. It is now the only daily paper that gives special attention to the cause of the workingman. While its circulation includes people in all walks, it counts as its constituents what is commonly called the middle class.

The management of the Daily Globe now consists of Harry Wilkinson, publisher and editor; E. E. Wood, business manager; Charles D. Almy, managing editor; Harry L. Beach, city editor. The stock is \$250,000; the bonds are all redeemed and the indebtedness is entirely cancelled.

THE FREIE PRESSE.

The Freie Presse is a German Republican newspaper published at 90 and 94 Fifth Avenue. It is edited by Richard Michaelis, and is a widely circulated and influential newspaper. Like the News, it publishes several editions daily. It has also weekly and Sunday editions, the latter under the name of *Anheim*, a splendid publication.

THE ABENDPOST.

The Abendpost, a German daily published at one cent per copy, was established in 1889, and has a present circulation of 32,000. It is entirely independent in politics. Its principal circulation is in the city. It has commodious offices at 187 Washington Street. It is published by the Abendpost Company, Fritz Glogauer, president and treasurer, Julius Goldzier, secretary.

GOODALE'S DAILY SUN.

This is a bright daily newspaper published at the Union Stock Yards. Its columns are devoted to the news of special interest to stock dealers and shippers. Harvey L. Goodall is publisher and proprietor.

THE CHICAGO MAIL.

The offices of the Chicago Evening Mail are located at the northwest corner of Washington Street and Fifth Avenue. It is published

by the Chicago Mail Company. It was originally the Chicago Press, founded by F. O. Bunnell in 1882. When it became the property of Messrs. Stevens & Dillingham, the name was changed to the Evening Mail. Mr. Frank Hatton and Mr. Clinton Snowdon bought the property in 1885 and gave it the title of the Chicago Mail. In 1887 it was again sold to the Chicago Mail Co., James J. West being the principal stockholder. It was originally a Democratic paper; Messrs. Hatton & Snowdon made it Republican. It is now Democratic in politics.

THE WEEKLY PRESS.

Among the most prominent of the weekly publications are the following:

AMERICA.

America is published at 182 Monroe Street, by the Slason-Thompson Co. It is an illustrated weekly of the highest class. Its editorials are strong, vigorous, and American in every sense. Its cartoons, mostly the work of T. H. Powers, are strikingly original in conception, and drawn with a boldness of outline and freedom in handling which promise a bright future for this young artist. The literature of America is of a high order, and this journal is certain to gain a place in the front rank of our best political and literary publications.

THE ARKANSAW TRAVELER.

The Arkansaw Traveler is one of the widest quoted and best known publications in the country. The genius of its editor, Mr. Opie P. Read, has given the paper an international reputation. It is published at 182 Monroe Street, Opie P. Read, editor; Ed. R. Pritchard, associate editor; P. D. Benham, business manager.

THE CITIZEN.

The Citizen is the leading Irish Nationalist publication of Chicago. It is edited by John F. Finerty. The Citizen is a journal of high literary merit. It has a wide circulation and exerts a powerful influence on many questions of national importance.

FIGARO.

Location of publication office, 170 Madison Street. A popular society journal of the higher class. It is ably edited and has firmly established itself as the organ of society people on all sides of the city.

GRAPHIC.

Published at the southeast corner of Dearborn and Monroe Streets. An illustrated weekly. George P. Englehard, editor. The Graphic was the first illustrated weekly newspaper of a general and literary character to secure a foothold in Chicago, although many such enterprises have been started here. It is skillfully managed, well edited, and its illustrations are not only very creditable but are frequently superior to any which appear in the illustrated papers of the East.

INLAND ARCHITECT.

Publication office, 19 Tribune Building. Artistically one of the handsomest newspapers printed in the United States. It is edited with ability, and every issue is remarkable for some feature of more than ordinary merit.

THE PRESTO.

The Presto is a weekly journal devoted to the interests of music in general. Its business office and composing rooms are in the Como Block, 323-325 Dearborn Street. Mr. Frank Abbott is editor and manager. The Presto was originally started in Des Moines, Iowa, in 1884, but removed to Chicago in June, 1888, when it was a monthly paper; shortly after it became a semi-monthly, and in the spring of '91 again changed to a weekly paper. It is an intelligent and reliable authority on musical matters.

SATURDAY EVENING HERALD.

The Saturday Evening Herald is the recognized organ of polite society, and authority upon all matters of a social nature. It was founded in 1875 by George M. McConnel, Lyman B. Glover and

GUIDE TO CHICAGO.

John M. Dandy. In 1880 Messrs. Glover and Dandy purchased the interest of Major McConnel, and the firm was known as Glover & Dandy until 1884, when a stock company was formed, Judge E. R. Paige becoming a stockholder. In 1886 John M. Dandy purchased the interest of Mr. Glover, assuming the editorial and business management of the paper. The Saturday Evening Herald has a wide and influential circulation among the best families of this city and its suburban towns. It is a clean, wholesome and readable paper, free from sensationalism and the offensive features peculiar to many so-called society journals, and is held in high esteem by the public and the press. The offices of the Herald are located in the Grand Opera House, No. 89 Clark Street.

Some of the other periodicals of prominence are The Advance, 155 La Salle Street; American Contractor, 110 Randolph Street, American Engineer, 232 La Salle Street; American Field, 243 State Street; American Israelite, 320 Dearborn Street; American Jeweler, 351 Dearborn Street; Canadian American, 328 Dearborn Street; Catholic Home, 415 Dearborn Street; Catholic Pilot, 81 Randolph Street; Chicago Dry Goods Reporter, 167 Adams Street, Chicago Eagle, 9 Times Building; Chicago Legal News, 87 Clark Street; Chicago Sporting Journal, 125 Clark Street; Chicago Sportsman, 12 Sherman Street; Drivers' Journal, Union Stock Yards; Electric Age, 35 Commercial Bank Building; Electrical Engineer, 225 Dearborn Street; Electrical Review, 163 Randolph Street; Farm, Field and Stockman, 12 Times Building; Farm Improvement News, 325 Dearborn Street; Farmer's Review, 215 Dearborn Street; Farmer's Voice, 328-334 Dearborn Street; German American Miller, 35 Clark Street; Horseman, 323 Dearborn Street; Illustrated American, 142 Dearborn Street; Independent, 88 Fifth Avenue; Industrial American, 110 Dearborn Street; Industrial World, 53 La Salle Street; Interior, 69 Dearborn Street; Iron Age, 59 Dearborn Street; Legal Adviser, 76 Fifth Avenue; Le Combat, 441 Centre Avenue; L'Italia, 348 Clark Street; Living Church, 162 Washington Street; Lumber Trade Journal, 94 La Salle Street; Merchant Traveler, 225 Dearborn Street; Musical World, 145 Wabash Avenue; National Builder, 185 Dearborn Street; National Live Stock Journal, 230 Rialto Building; National Weekly, 359 Dearborn Street; De Nederlander, 545 Blue



MACHINERY HALL.

Island Avenue; Norden, 369 Milwaukee Avenue; Northwestern Christian Advocate, 57 Washington Street; Northwestern Lumberman, 325 Dearborn Street; Occident, 154 Lake Street; Open Court, 175 La Salle Street; Orange Judd Farmer, 226 La Salle Street; Prairie Farmer, 168 Adams Street; Railway Age, 205 La Salle Street; Real Estate and Building Journal, 163 Washington Street, Sporting Journal, 125 Clark Street; Svenska Kuriren, 26 North Clark Street; The Universalist, 59 Dearborn Street; Union Signal, 161 La Salle Street.



THE WORLD'S COLUMBIAN EXPOSITION.

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Guide to the Grounds and Buildings, with Full
Description of Each.

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THE World's Columbian Exposition will mark a new era in the progress of civilization. No event in the past meant so much to the people of its time. Where is it written that the nations of the earth assembled at one place in honor of one man? Not only will the peoples of every country mingle together in the beautiful grounds dedicated to this exposition in Chicago, but they will bring with them the richest products of every clime. The useful, the curious and the beautiful will be there in magnificent display. Whatever movable thing the world has that can please the eye, delight the ear, or instruct the mind will find its way to this splendid celebration.

The honor of having first suggested the idea of holding a World's Fair to celebrate the four hundredth anniversary of the discovery of the New World by Columbus is claimed by many, and it is not easy to positively assign the honor to any one. However, about six years ago, Mr. E. George Mason, of Chicago, sent a communication to the annual meeting of the Directors of the Chicago Exposition Co., suggesting the advisability of celebrating in some proper way the four hundredth anniversary of the discovery of America. After some discussion the matter was allowed to drop.

Subsequently in various newspapers throughout the country the question of such a celebration was occasionally mentioned

and discussed. About two years ago the discussion became general, and Joseph Medill, of Chicago, very actively fostered the idea.

It was immediately taken up by the whole country, and shortly thereafter a hot rivalry sprang up among the various cities for the honor of providing a site for a great World's Fair, to be held in 1892. Under the stimulus of this rivalry the project began to assume greater and more magnificent proportions, and when the question came up for decision in the National Congress it was found best to provide for a great International Universal Exposition, to be held during the summer of 1893, the date of the discovery of America, October 12, 1492, to be celebrated by appropriate ceremonies.

The act of Congress, which definitely selected Chicago as the city in which the Exposition should be held and which fixed the dates of the celebration to be held in 1892 and of the formal opening and closing of the Exposition in 1893, was approved by the President of the United States April 25, 1890.

The act provides that :

WHEREAS, It is fit and appropriate that the four hundredth anniversary of the discovery of America be commemorated by an exhibition of the resources of the United States of America, their development, and of the progress of civilization in the New World; and

WHEREAS, Such an exhibition should be of a national and international character, so that not only the people of our Union and this continent, but those of all nations as well, can participate, and should therefore have the sanction of the Congress of the United States: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an exhibition of arts, industries, manufactures, and products of the soil, mine, and sea shall be inaugurated in the year eighteen hundred and ninety-two, in the city of Chicago, in the State of Illinois, as hereinafter provided.

After providing for the appointment of a National Commission, Section 5 of the act recites :

That said commission be empowered in its discretion to accept for the purpose of the World's Columbian Exposition such site as may be selected and offered and such plans and specifications of buildings to be erected for such purpose at the expense of and tendered by the corporation organized under the laws of the State of Illinois, known as "The World's Exposition of eighteen

hundred and ninety-two." *Provided*, That said site so tendered and the buildings proposed to be erected thereon shall be deemed by said commission adequate to the purpose of said exposition: *And Provided*, That said commission shall be satisfied that the said corporation has an actual bona fide and valid subscription to its capital stock which will secure the payment of at least five millions of dollars, of which not less than five hundred thousand dollars shall have been paid in, and that the further sum of five million dollars, making in all ten million dollars, will be provided by said corporation in ample time for its needful use during the prosecution of the work for the complete preparation for said exposition.

Sections 8 to 11 inclusive provide:

That the President is hereby empowered and directed to hold a naval review in New York Harbor, in April eighteen hundred and ninety-three, and to extend to foreign nations an invitation to send ships of war to join the United States Navy in rendezvous at Hampton Roads and proceed thence to said review.

SEC. 9. That said commission shall provide for the dedication of the buildings of the World's Columbian Exposition in said city of Chicago on the twelfth day of October, eighteen hundred and ninety-two, with appropriate ceremonies, and said exposition shall be open to visitors not later than the first day of May, eighteen hundred and ninety-three, and shall be closed at such a time as the commission may determine, but not later than the thirtieth day of October thereafter.

SEC. 10. That whenever the President of the United States shall be notified by the commission that provision has been made for the grounds and buildings for the uses herein provided for, and there has also been filed with him by the said corporation, known as "The World's Exposition of eighteen hundred and ninety-two," satisfactory proof that a sum not less than ten million dollars, to be used and expended for the purposes of the exposition herein authorized, has in fact been raised or provided for by subscription or other legally binding means, he shall be authorized, through the Department of State, to make proclamation of the same, setting forth the time at which the exposition will open and close, and the place at which it will be held; and he shall communicate to the diplomatic representatives of foreign nations copies of the same, together with such regulations as may be adopted by the commission, for publication in their respective countries, and he shall, in behalf of the Government and people, invite foreign nations to take part in the said exposition and appoint representatives thereto.

SEC. 11. That all articles which shall be imported from foreign countries for the sole purpose of exhibition at said exposition, upon which there shall be a tariff or customs duty, shall be admitted free of payment of duty, customs fees, or charges under such regulations as the Secretary of the Treasury shall prescribe; but it shall be lawful at any time during the exhibition to sell for delivery at the close of the exposition any goods or property imported for and

actually on exhibition in the exposition buildings or on its grounds, subject to such regulations for the security of the revenue and for the collection of the import duties as the Secretary of the Treasury shall prescribe: *Provided*, That all such articles when sold or withdrawn for consumption in the United States shall be subject to the duty, if any, imposed upon such articles by the revenue laws in force at the date of importation, and all penalties prescribed by law shall be applied and enforced against such articles, and against the persons who may be guilty of any illegal sale or withdrawal.

In accordance with the provisions of Section 5, the task of raising the required \$5,000,000 was proceeded with. Pending the action of Congress prominent citizens of Chicago had formed the Exposition Company and invited subscriptions at the rate of \$10 per share. The responses were quick and generous, and 29,374 shareholders subscribed \$5,467,350. The legislature of the State authorized the city of Chicago to bond itself for \$5,000,000 in aid of the Fair, the bonds to be available as soon as \$3,000,000 of the capital stock had been paid in.

In view of these facts the President of the United States issued the following proclamation, December 24, 1890:

By the President of the United States of America:

A PROCLAMATION.

WHEREAS, "Satisfactory proof has been presented to me that provision has been made for adequate grounds and buildings for the uses of the World's Columbian Exposition, and that a sum not less than \$10,000,000, to be used and expended for the purposes of said Exposition, has been provided in accordance with the conditions and requirements of Section 10 of an Act entitled "An Act to provide for celebrating the four hundredth anniversary of the discovery of America by Christopher Columbus by holding an International Exhibition of arts, industries, manufactures and the products of the soil, mine and sea, in the city of Chicago, in the State of Illinois," approved April 25, 1890.

NOW, THEREFORE, I, Benjamin Harrison, President of the United States, by virtue of the authority vested in me by said Act, do hereby declare and proclaim that such International Exhibition will be opened on the first day of May, in the year eighteen hundred and ninety-three, in the city of Chicago, in the State of Illinois, and will not be closed before the last Thursday in October of the same year.

And in the name of the Government and of the People of the United States, I do hereby invite all the nations of the earth to take part in the commemoration of an event that is pre-eminent in human history and of lasting interest to mankind by appointing representatives thereto, and sending such exhibits to the

World's Columbian Exposition as will most fitly and fully illustrate their resources, their industries and their progress in civilization.

IN TESTIMONY WHEREOF I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this twenty-fourth day of December, in the year of our Lord one thousand eight hundred and ninety, and the Independence of the United States the one hundred and fifteenth.

By the President:

BENJ. HARRISON.

JAMES G. BLAINE, *Secretary of State*.

The management of the World's Columbian Exposition includes four organizations:

1. National Commission (authorized by Act of Congress).
2. World's Columbian Exposition (organized under laws of the State of Illinois).
3. Board of Lady managers (authorized by Act of Congress).
4. World's Congress Auxiliary.

The National Commission, which is a supervisory body, is composed of eight commissioners-at-large, with alternates appointed by the President, and two commissioners and two alternates from each State and Territory and the District of Columbia, appointed by the President on nomination of their respective Governors. This commission has held four sessions, and has now practically delegated its authority to eight of its members who constitute a Board of Reference and Control, and who act with a similar number selected from the World's Columbian Exposition.

The World's Columbian Exposition, as its corporate name reads, is composed of forty-five citizens of Chicago, elected annually by the stockholders of the organization. To this body falls the duty of raising the necessary funds and of the active management of the Exposition. Its committees supervise the various departments into which the work has been divided.

The Board of Lady Managers is composed of two members, with alternates, from each State and Territory and nine from the city of Chicago. It has supervision of women's participation in the Exposition and of whatever exhibits of women's work may be made.

The World's Congress Auxiliary is organized to provide for and facilitate the holding of a series of congresses of thinkers, or

to supplement the exposition that will be made of the material progress of the world by a portrayal of the achievements in science, literature, education, government, jurisprudence, morals, charity, art, religion and other branches of mental activity.

The Director-General is the chief executive officer of the Exposition, and the work is divided into the following great departments:

A—Agriculture, Food and Food Products, Farming Machinery and Appliances.

B—Viticulture, Horticulture and Floriculture.

C—Live Stock, Domestic and Wild Animals.

D—Fish, Fisheries, Fish Products and Apparatus of Fishing.

E—Mines, Mining and Metallurgy.

F—Machinery.

G—Transportation Exhibits—Railways, Vessels, Vehicles.

H—Manufactures.

J—Electricity and Electrical Appliances.

K—Fine Arts—Pictorial, Plastic and Decorative.

L—Liberal Arts, Education, Engineering, Public Works, Architecture, Music and the Drama.

M—Ethnology, Archæology, Progress of Labor and Invention—Isolated and Collective Exhibits.

N—Forestry and Forest Products.

O—Publicity and Promotion.

P—Foreign Affairs.

DIRECTORY OF THE EXPOSITION.

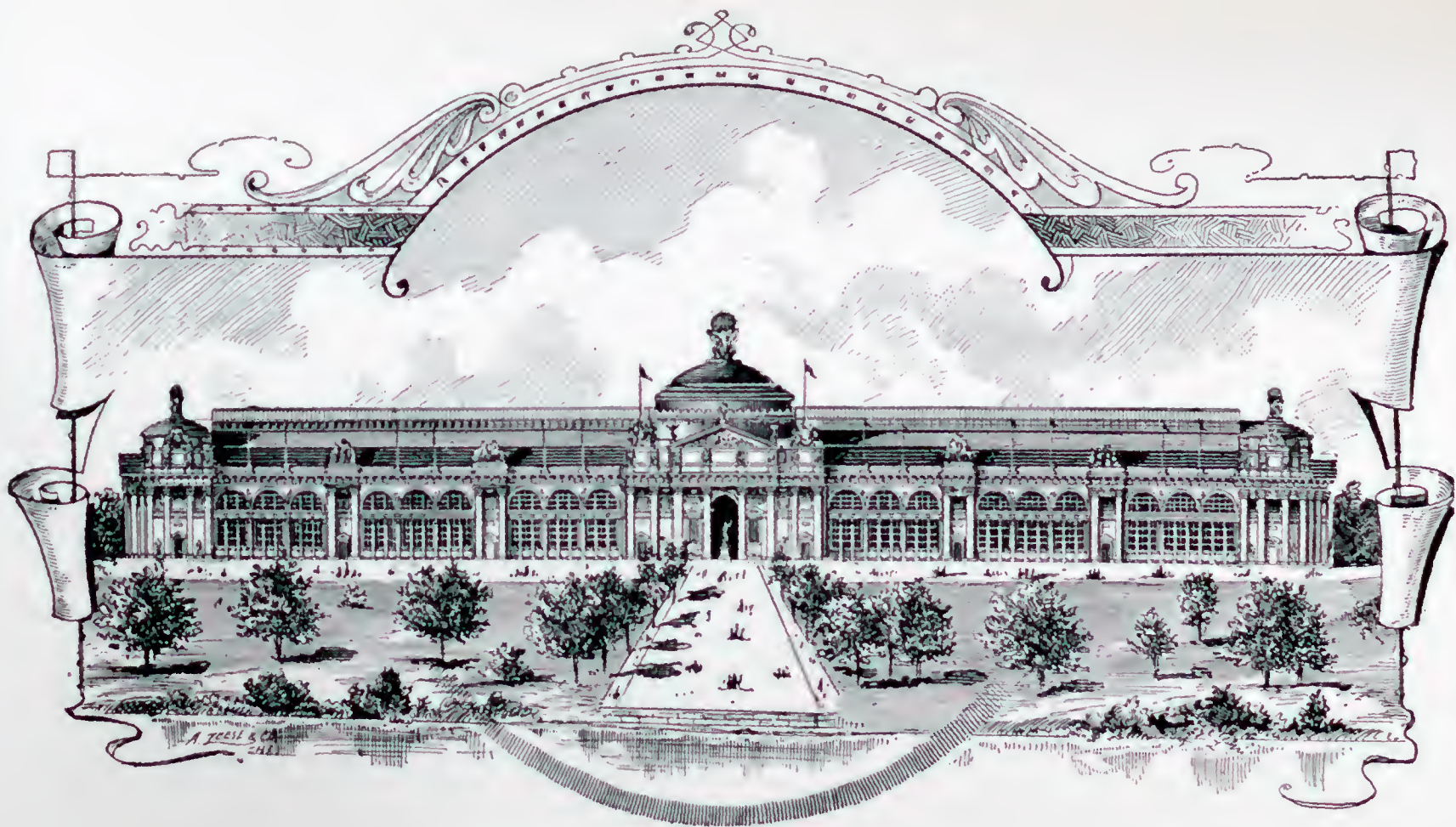
Following are the chief officers of the Exposition Executive:

DIRECTOR-GENERAL—George R. Davis.

NATIONAL COMMISSION—President, Thomas W. Palmer; Vice-Presidents, Thomas W. Waller, M. H. de Young, D. B. Penn, G. W. Allen, Alex. B. Andrews; Secretary, John T. Dickinson.

WORLD'S COLUMBIAN EXPOSITION—President, W. T. Baker; Vice-Presidents, Thomas B. Bryan, Potter Palmer; Secretary, J. A. Kingwell; Solicitor-General, Benjamin Butterworth; Treasurer, A. F. Seeberger; Auditor, W. K. Ackerman; Chief of Construction, D. H. Burnham.

JOINT BOARD OF REFERENCE AND CONTROL—From the Commission,



AGRICULTURAL BUILDING.

Thos. W. Palmer, Michigan, President; James A. McKenzie, Kentucky; Geo. V. Massey, Delaware; William Lindsay, Kentucky; Michael H. de Young, California; Thos. M. Waller, Connecticut; Elijah B. Martindale, Indiana; J. W. St. Clair, West Virginia. From the Directors, Lyman J. Gage, presidents Thos. B. Bryan, Potter Palmer, Ferd. W. Peck, Edward T. Jeffrey, Edwin Walker, Frederick S. Winston, W. T. Baker.

CHIEFS OF DEPARTMENTS—

Publicity and Promotion, M. P. Handy.
Agriculture, W. T. Buchanan.
Installation, Joseph Hirst.
Electricity, Prof. John P. Barrett.
Ethnology, Prof. F. W. Putnam.
Fish and Fisheries, Capt. J. W. Collins.
Fine Arts, Halsey C. Ives.
Traffic Manager, E. E. Jaycox.
Consulting Engineer, A. Gotlieb.
Consulting Landscape Architect, F. L. Olmstead.

BOARD OF ARCHITECTS—

R. M. Hunt, New York, Chairman.
Geo. B. Post, New York.
McKim, Mead & White, New York.
Peabody & Stearns, Boston.
Van Burnt & Howe, Kansas City.
W. L. B. Jenny, Chicago.
S. S. Beeman, Chicago.
Alder & Sullivan, Chicago.
Henry Ives Cobb, Chicago.
Burling & Whitehouse, Chicago.
Holabird & Roche, Chicago.

BOARD OF LADY MANAGERS—

President, Mrs. Bertha H. Palmer.
Secretary, Mrs. Susan Gale Cooke.

WORLD'S CONGRESS AUXILIARY—

President, Charles C. Bonner.
Vice-President, Thomas B. Bryan.
Secretary, Benjamin Butterworth.
Treasurer, Lyman J. Gage.

Lyman J. Gage, of the First National Bank, the most solid financial institution of its kind west of New York, was president of the Exposition Company during its first year. In his report, made April 1, 1891, he presented the following estimate of the company's resources and expected expenditures, adding that he regarded his estimate of the resources a conservative one and that of the expenditures liberal beyond expectation:

GUIDE TO CHICAGO.

RESOURCES.

Available as required from stock.....	\$ 5,000,000
From the city of Chicago.....	5,000,000
	<hr/>
Prospectively available from gate receipts.....	10,000,000
From concessions and privileges.....	7,000,000
From salvage.....	1,000,000
	<hr/>
	\$21,000,000

ESTIMATED EXPENDITURES.

For grounds and buildings.....	\$12,766,890
For administration.....	3,308,563
For operating expenses, May to November, 1893.....	1,550,000
	<hr/>
	\$17,625,453

A fuller statement, however, of the amount of money which will be expended on the World's Columbian Exposition begins to reveal the enormous scope of the project. The various states of the Union have made appropriations of money to be expended in buildings and special exhibits as follows:

Arizona.....	\$ 25,000
California.....	300,000
Colorado.....	100,000
Connecticut.....	25,000
Delaware.....	10,000
Idaho.....	20,000
Illinois.....	300,000
Indiana.....	75,000
Iowa.....	50,000
Maine.....	40,000
Massachusetts.....	75,000
Michigan.....	100,000
Minnesota.....	50,000
Missouri.....	150,000
Montana.....	50,000
Nebraska.....	50,000
New Hampshire.....	25,000
New Jersey.....	20,000
New Mexico.....	25,000
North Carolina.....	25,000
North Dakota.....	25,000

STATE APPROPRIATIONS—*Continued.*

Ohio.....	\$ 100,000
Pennsylvania.....	300,000
Rhode Island.....	10,000
Vermont.....	15,000
Washington.....	100,000
West Virginia.....	40,000
Wisconsin.....	65,000
Wyoming.....	30,000
	<hr/>
	\$2,595,000

Several of the States above named will certainly appropriate additional sums. Those which have not, will no doubt, each and all, appropriate sums of equal average, aggregating probably six million dollars.

This will be further increased by liberal sums from many cities, counties, corporations, manufacturers, etc., etc., to a grand total of upwards of ten millions of dollars.

The assurances of co-operation by foreign powers are ample, and place beyond question the international character of the Exposition. Up to June 15, 1891, formal and official acceptances were received from France, Great Britain, Germany, Spain, Japan, China, Mexico, Peru, Honduras, Salvador, Costa Rica, U. S. of Colombia, Cuba, Guatemala, Jamaica, Venezuela, Dominican Republic, Turkey, Denmark.

At the same time positive, although not official, assurances of acceptance had been received from Egypt, Morocco, Nicaragua, Ecuador, Brazil, Hayti, British Columbia, etc., etc. Estimates only can be made of the amount that will be expended by these countries, but the most conservative estimates yet made indicate that the money to be expended from all quarters at the Fair will approach \$40,000,000.

Money having thus been secured in unparalleled amount it became imperative that both the site and the buildings to be erected should also surpass in grandeur and magnitude, all previous Expositions. In this connection the following table is of interest. It is to be noted that the estimates for the World's Columbian Exposition are made on a most conservative basis:

GUIDE TO CHICAGO.

COMPARATIVE TABLE OF WORLD'S FAIRS.

Where Held and Year.	Site, Acreage.	Square Feet Under Roof.	No. of Exhibitors.	No. of Admissions.	No. of Days Open.	Receipts.	Guarantee.	Cost.
London, 1851.	21½	700,000	17,000	6,039,195	144	\$1,780,000	English Government.	—
Paris, 1855.	24½	1,866,000	22,000	5,162,330	200	644,000	French Government.	1,000,000
London, 1862.	23½	1,291,800	28,653	6,211,103	121	1,644,860	English Government.	1,000,000
Paris, 1867.	87	3,371,004	52,000	10,200,000	217	2,103,475	French Government.	—
Vienna, 1873.	280	.....	42,000	7,224,007	100	.....	44,500,000	7,000,000
Phila., 1876.	236	1,688,858	30,864	11,018,000	180	1,813,724	2,000,000	—
Paris, 1878.	100	1,858,778	40,346	16,032,727	121	2,517,000	.....	—
Paris, 1889.	173	1,000,000	55,000	28,142,353	181	8,300,000	1,000,000	1,000,000
Chicago, 1893.	1,037	5,000,000	.....	.....	179	.....	20,000,000	—

The Chicago guarantee as estimated above is made up as follows:

Resources of local corporation.....	\$21,000,000
Government appropriation.....	1,500,000
The States, already voted.....	1,775,000
The States, to be voted.....	1,225,000
Cities and trades.....	1,000,000
Total.....	<u>\$26,500,000</u>

The Exposition site is a magnificent one. No World's Fair ever had one surpassing it. It embraces Jackson and Washington

Parks and Midway Plaisance, a strip 600 feet wide connecting the two—in all 1,037 acres. Jackson Park, where nearly all of the Exposition buildings will be, is beautifully situated on Lake Michigan, having a lake frontage of two miles, and embraces 586 acres. Washington Park has 371 acres and Midway Plaisance 80 acres. Upon these parks, previous to their selection as the World's Fair site, \$4,000,000 was spent in laying out the grounds and beautifying them by lawns, flower-beds, etc. The Exposition Company will spend more than a million in their further preparation. The contract for grading and for excavating lagoons alone was let for \$397,000. These parks are connected with the center of the city and with the general park and boulevard system by more than thirty-five miles of boulevards from 100 to 300 feet in width. The projected improvements at Jackson Park include additional walks, driveways, lagoons, fountains, statuary, lake piers, etc.

More than a thousand men, scores of teams and several huge steam dredgers have for some time been at work in Jackson Park making the necessary changes of grades, excavating the lagoons and raising the terrace sites for the buildings. This part of the work is nearly finished. More than nine hundred thousand cubic yards of earth had to be moved. All specifications for iron and wood work have been completed. Working plans of most of the chief buildings are finished and the work of construction is well under way.

Properly preceding any description in detail of the Exposition buildings may be given something in the way of general explanation of the appearance of the Exposition site and palaces as they will appear in 1893. The following quotations from President Gage's report covering this may be considered authentic:

"The ground is being prepared for a system of lagoons and canals from 100 to 300 feet wide, which, with the broad, grassy terraces leading down to them, will pass the principal buildings, inclose a wooded island 1,800 feet long, and form a circuit of three miles, navigable by pleasure boats.

"These canals, which will be crossed by many bridges, will connect with the lake at two points; one at the southern limit of the present improved portion of the park and the other more than half a mile farther south, at the great main court of the Expositi-

tion. At this point, extending eastward into the lake 1,200 feet, will be piers which will afford a landing-place for the lake steamers, and enclose a harbor for the picturesque little pleasure boats of all epochs and nations, which will carry passengers along the canals, stopping at numerous landing-places.

“This harbor will be bounded on the east, far out in the lake, by the long columned façade of the Casino, in whose free spaces crowds of men and women, protected by its ceiling of gay awnings, can look east to the lake and west to the long vista between the main edifices as far as the gilded dome of the Administration Building. The first notable object in this vista will be the colossal statue of Liberty rising out of the lagoon at the point where it enters the land, protected by moles, which will carry sculptured columns emblematic of the thirteen original states of our Union. Beyond this, beyond the first of many bridges, will lie a broad basin from which grassy terraces and broad walks will lead, on the north, to the south elevation of the enormous Main Building; and on the south to the structure dedicated to agriculture.

“The Main Building, extending northwestward a third of a mile, will be devoted to manufactures and liberal arts, and will receive from all nations the rich products of modern workmanship. Recalling architecturally the period of the classic revival, it has the vivacity, the emphatic joyousness of that awakening epoch. The long, low lines of its sloping roof, supported by rows of arches, will be relieved by a central dome over the great main entrance, and emblematic statuary and floating banners will add to its festive character.

“The north elevation of the classic edifice devoted to agriculture will show a long arcade behind corinthian columns supporting a series of triple arches and three low graceful domes. Liberally adorned with sculpture and enriched with color, this building by its simplicity, refinement and grace, will be idyllically expressive of pastoral serenity and peace. At its noble entrance a statue of Ceres will offer hospitality to the fruits of the earth. Behind it, at the south, sixty-three acres of land will be reserved for the live-stock exhibit.

“The lofty octagonal dome of the Administration Building forms the central point of the architectural scheme. Rising from

the columned stories of its square base 250 feet into the air, it will stand in the center of a spacious open plaza, adorned with statuary and fountains, with flower-beds and terraces, sloping at the east down to the main lagoon. North of the plaza will be the two buildings devoted to mines and electricity, the latter bristling with points and pinnacles as if to entrap from the air the intangible element whose achievements it will display.

"South of the plaza will be Machinery Hall, with its powerhouse at the southeast corner. A subway at the west will pass under the terminal railway loop of the Illinois Central Road to the circular machinery annex within. North of this railway loop, and along the western limit of the park, will be the Transportation Building. Still farther north, lying west of the north branch of the lagoon at the point where it incloses the wooded island, will extend the long, shining surfaces and the gracefully curving roof of the crystal palace of horticulture. Following the lagoon northward, one will pass the Women's Building, and eastward will reach the island devoted to the novel and interesting fisheries exhibit, shown in an effective, low-roofed Romanesque structure, flanked by two vast circular aquaria, in which the spectator can look upward through the clear waters and study the creatures of ocean and river. This building will be directly west of the northern opening of the system of lagoons into Lake Michigan, and in a straight line with the Government Building and the Main Building, which extend along the lake shore to the southeast.

"North of the lagoon which bounds this fisheries island lies the present improved portion of Jackson Park, which will be reserved for the buildings of States and of foreign governments. The Illinois Building will occupy a commanding position here, its classic dome being visible over the long lagoon from the central plaza. Along the Midway Plaisance will be placed a number of special exhibits, like the historical series of human dwellings, reproductions of famous streets, etc., and it is probable that some of these may overflow into Washington Park."

THE GOVERNMENT EXHIBIT BUILDING.

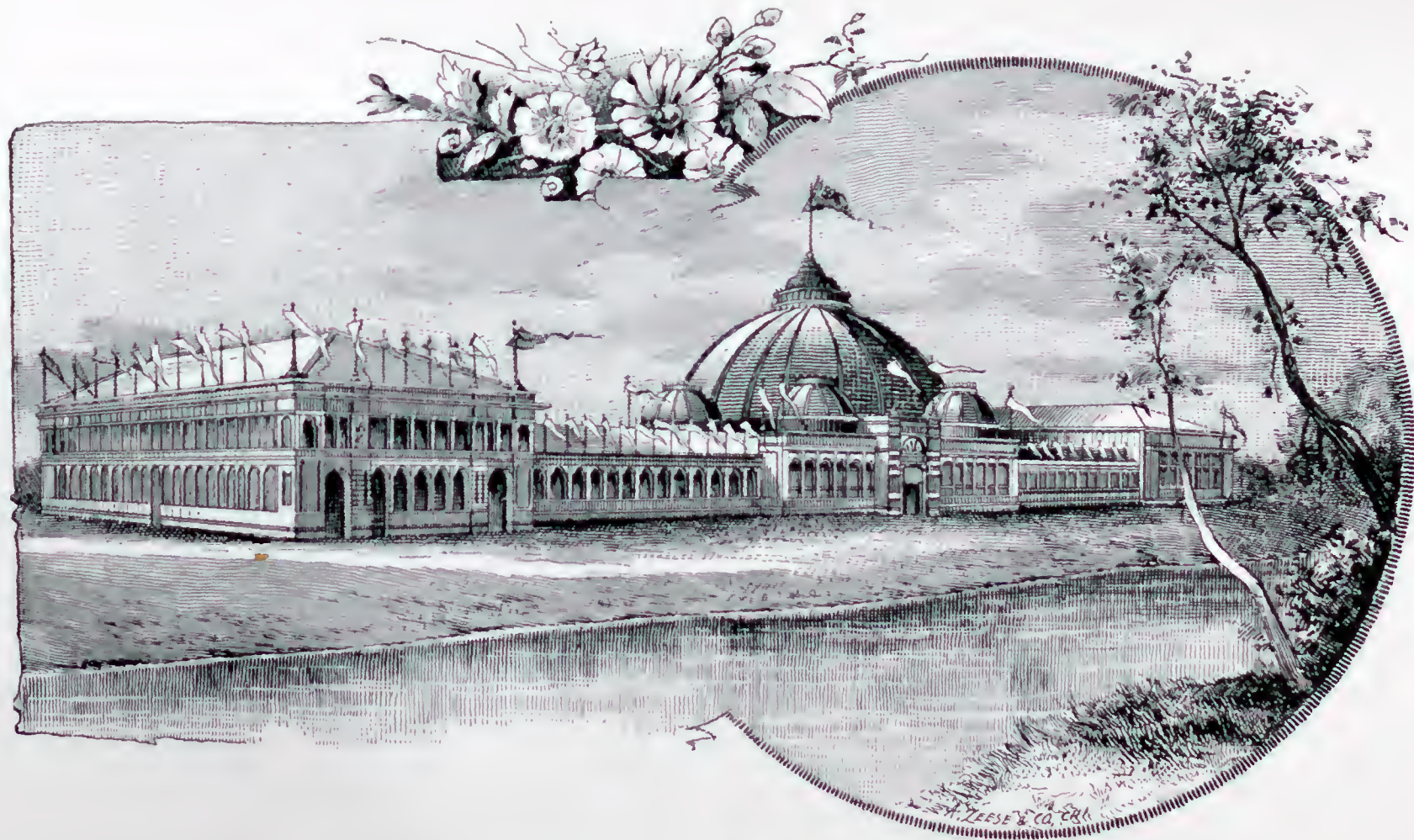
The United States Government Exhibit Building was the first Exposition structure to be planned. It will occupy a de-

lightful site near the Lake Shore, south of the main lagoon and of the area reserved for foreign nations and the several States, and east of the Women's Building and of Midway Plaisance. Mexico's building will stand just north of that of the United States, across the lagoon. The Government Building was designed by Architect Windrim, now succeeded by W. J. Edbrooke. It is classical in style, and bears a strong resemblance to the National Museum and other government buildings at Washington. It will cover an area of 350 by 420 feet; will be constructed of iron, brick and glass, and will cost \$400,000. Its leading architectural feature is a central octagonal dome, 120 feet in diameter and 150 feet high, the floor of which will be kept free from exhibits. The building will front to the west and connect, on the north, by a bridge over the lagoon, with the building of the Fisheries Exhibit.

The south half of the Government Building will be devoted to the exhibits of the Post-Office Department, Treasury Department, War Department and Department of Agriculture. The north half will be devoted to the exhibits of the Fisheries Commission, Smithsonian Institute and Interior Department. The State Department exhibit will extend from the rotunda to the east end and the Department of Justice from the rotunda to the west end of the building. The allotment of space for the several department exhibits is: War Department, 23,000 square feet; Treasury, 10,500 square feet; Agriculture, 23,250 square feet; Interior, 24,000 square feet; Post-Office, 9,000 square feet; Fishery, 20,000 square feet, and Smithsonian Institution, amount of space unsettled.

THE ADMINISTRATION BUILDING.

The gem and crown of the Exposition buildings will be the Administration Building. It will be located at the west end of the great court, in the southern part of the site, looking eastward, at the rear of which will be the railroad loop and the great passenger depot. The first object which will attract visitors on reaching the grounds will be the gilded dome of this great building. To the south of the Administration Building will be the Machinery Hall, and across the great court in front will be the Agricultural Building to the south and the Manufacturers' Building to the northeast.



HORTICULTURAL BUILDING.

This great building, the Administration Building, will be the only one besides the Electrical Building that will cost as much as \$650,000. The architect is Richard M. Hunt, of New York, president of the American Institute of Architects, to whose established reputation it will be a memorable addition. It will cover an area of 250 square feet, and consist of four pavilions, eighty-four feet square, one at each end of the four angles of the square of the plan and connected by a great central dome 120 feet in diameter and 220 feet in height, leaving at the center of each façade a recess eighty-two feet wide, within which will be one of the grand entrances to the building. The general design is in the style of the French renaissance, and it will be a dignified and beautiful specimen of architecture, as befits its position and purpose among the various structures by which it will be surrounded.

Externally, the design may be divided in its height into three principal stages. The first stage consists of the four pavilions, corresponding in height with the various buildings grouped about it, which are about sixty-five feet high. The second stage, which is of the same height, is a continuation of the central rotunda, 175 feet square, surrounded on all sides by an open colonnade of noble proportions, it being twenty feet wide and forty feet high, with columns four feet in diameter. This colonnade is reached by staircases and elevators from the four principal halls, and is interrupted at the angles by corner pavilions, crowned with domes and groups of statuary. The third stage consists of the base of the great dome, thirty feet in height and octagonal in form, and the dome itself, rising in graceful lines, richly ornamented with heavily moulded ribs and sculptural panels, and having a large skylight of glass to light the interior. At each angle of the octagonal base are large sculptured eagles, and among the springing lines are panels with rich garlands. This great dome will be gilded, and, asserting itself grandly at the end of the long vistas which open up in every direction, across the lagoons and between the neighboring palatial buildings, will form a fitting crown to the first and second stages.

The four great entrances, one on each side of the building, will be 50 feet wide and 50 feet high, deeply recessed and cov-

ered by semicircular arched vaults, richly covered. In the rear of these arches will be the entrance doors, and above them great screens of glass, giving light to the central rotunda. Across the face of these screens, at the level of the office door, will be galleries of communication between the different pavilions. On each side of these entrances, and in the entrant angles of the corner pavilions, groups of statuary, of an appropriate and emblematic character, will be placed. The interior features of the building will even exceed in beauty and splendor those of the exterior. Between every two of the grand entrances, and connecting the intervening pavilion, with the great rotunda, is a hall, or loggia, thirty feet square, giving access to the offices and provided with broad, circular stairways and swift running elevators. Internally, the rotunda is octagonal in form, the first story being composed of eight enormous arched openings corresponding in size to the arches of the great entrances. Above these arches is a frieze twenty-seven feet in width, the panels of which are filled with tablets borne by figures carved in low relief and covered with commemorative inscriptions. The principal story of the rotunda is crowned with a richly decorated cornice, on the shelving top of which is a continuous balcony on the same level as the colonnade outside and from which can be viewed the vast interior. Above the balcony is the second story, fifty feet in height. The walls are embellished with plasters, between which a frieze of windows is placed, giving light to the rotunda from the rear wall of the surrounding colonnade. From the top of the cornice of this story rises the interior dome, 200 feet from the floor, and in the center is an opening fifty feet in diameter, transmitting light from the exterior dome overhead. The under side of the dome is enriched with deep panellings, rich molded, and the panels are filled with sculpture, in low relief, and immense paintings, representing the arts and sciences. In size this rotunda will rival if not surpass the celebrated domes of a similiar character in the world.

As to the uses of the administration building, each of the corner pavilions, which are four stories in height, will be divided into large and small offices for the various departments of the administration and lobbies and toilet rooms. The ground floor contains, in one pavilion, the fire and police departments, with cells for the

detention of prisoners ; in a second pavilion the offices of ambulance service, the physician and pharmacy, the foreign department and the information bureau ; in the third pavilion the postoffice and a bank, and in the fourth the offices of public comfort and a restaurant. The second, third and fourth stories will contain the board rooms, the committee rooms, the rooms of the Director-General, of the department of publicity and promotion and of the World's Columbian Commission.

THE MINES AND MINING BUILDING.

This building will be French renaissance in design and will cost \$350,000. It was designed by S. S. Beman, the architect who built the celebrated town of Pullman. The building will be northwest of the Administration and flanked on the east by the Electrical Building and on the west by the Transportation Building. In many respects it will be one of the handsomest of the central group. It will unquestionably be the most ornamental. It will be 350 by 700 feet, its greatest length being north and south. For a single story building it is regarded as a model. From grade to the cornice line will be sixty-five feet. Each of the four entrances is as elaborate as it could well be made. The main features of the north and south entrances are 88 feet wide, with openings 32 feet wide and 56 feet high. On either side great pillars 32 feet and 162 feet high give the building a massive and exceptionally solid appearance. Great shields will be wrought upon these pillars. Pavilions 68 feet square and surmounted by domes and conservatories are on either corner of the building. All of the openings are spanned by arches, which will be filled with ornaments showing the different ways of mining and all of the processes of smelting and stamping. On the east and west sides minor entrances have been arranged, the main features of which are 72 by 90 feet. Here, as on the other side, the panels are filled with suggestions of the mining industries. The roof will be entirely of glass. All of the ground floor, excepting a few rooms for offices and retiring rooms, will be devoted to a display of mine products. Eight sets of stairways lead up to a balcony, 60 feet wide, that extends around the building and opens out to

numerous loggias, from which a fine view of the Exposition grounds can be had.

THE ELECTRICAL BUILDING

Will cost about \$650,000 and cover about five acres. The architects are Van Brunt and Howe, of Boston and Kansas City. The building has its major axis running north and south. The south front is on the great quadrangle or court; the north faces the lagoon. The general scheme of the plan is based on a longitudinal nave of 115 feet wide and 114 feet high, crossed in the middle by a transept of the same width and height. The nave and transept have a pitched roof, with a range of skylights at the bottom of the pitch and clear story windows. The rest of the building is covered with a flat roof averaging 62 feet in height and provided with skylights.

The second story is composed of a series of galleries connected across the nave by two bridges, with access by four grand staircases. There are subordinate staircases in the four corners of the building. The area of the galleries in the second story, as at present arranged, is 118,543 feet, or 2.7 acres, but there is capacity for an extension of this area if necessary.

The exterior walls of this building are composed of a continuous Corinthian order of pilasters, 3 feet 6 inches wide and 42 feet high, supporting a full entablature and resting upon a stylobate 8 feet and 6 inches high. Above is an attic story 8 feet high, the total height of the walls from the grade outside being 68 feet 6 inches. This order is divided into bays 23 feet wide, this dimension serving as the module of proportion for the plan of the whole building.

In the center of each of the four sides is an entrance pavilion, against which the higher roof of the nave or transept abuts. The north pavilion is placed between the two great apsidal or semi-circular projections of the building. It is flanked by two towers 195 feet high. The central feature is a great semi-circular window, above which, 102 feet from the grade, is a colonnade forming an open loggia or gallery, commanding a view over the lagoon and

all the north parts of the grounds. Access to the loggia is obtained by elevators.

The east and west central pavilions are composed of two towers, 168 feet 6 inches high, between which the transept roof finishes in a gable or pediment with a row of windows beneath, giving light to the transept. In front of these two pavilions there is a great portico composed of the Corinthian order with full columns. Within this portico is an inner porch, forming a vestibule in each case.

The south pavilion is a hemicycle or niche, 78 feet in diameter and 103 feet high. This niche is covered by a half dome, with ribs and decorations in relief, the Corinthian order being carried round the walls of the niche. The opening of this niche is framed by a semi-circular arch, the impost of which is supported by four full Corinthian columns continuous with the order of the façades. This arch is crowned by a gable or pediment with smaller gables on the returns, and surmounted by an attic, the whole reaching the height of 142 feet. In the center of this niche, upon a lofty pedestal, is a colossal statue of Franklin.

At each of the four corners of the building there is a pavilion, above which rises a light, open spire or tower, 169 feet high. Intermediate between these corner pavilions and the central pavilion on the east and west sides, there is a subordinate pavilion bearing a low, square dome upon an open lantern. There are thus ten spires and four domes, which combine to give to the otherwise rigid horizontal lines of the building an effect of lightness and animation in accord, it is hoped, with the purposes of the building. All these towers are composed of one or more orders of architecture, with open arches, interior domes and balustrades. The entablature of the great Corinthian order breaks around each of the pilasters of the four fronts, and above each pilaster in the Attic order is a pedestal bearing a lofty mast for the display of banners by day and electric lights by night. Of these masts there will be in all fifty-four.

The first story of the building is indicated in these façades, between the great pilasters of the Corinthian order, by a subordinate Ionic order, with full columns and pilasters forming an open screen in front of the windows of this story. Above this Ionic

order is an order of arches in front of the windows of the second story. The Ionic order is converted into an arcade where it passes in front of the north pavilion, forming there an open portico with a wide balcony above looking toward the lagoon. All this exterior ordonnance is carried out strictly according to the formulas of the Italian renaissance, all the architects employed upon the buildings forming the great quadrangle or square having agreed to use a strictly scholastic form of architectural expression, similar in respect to the height of the order, but varying in regard to its character and distribution. In this way, by frequent comparisons of designs, they have endeavored to obtain for the quadrangle, which is the main architectural feature of the Exposition, a unity of feeling, recalling in scale and character the most dignified and important manifestations of architecture obtained in the baths and forums of classic times.

According to agreement among the architects of the buildings around the quadrangle, the Electricity Building will, like the rest, have an open portico extending along the whole of the south façade, the lower or Ionic order forming an open screen in front of it. The various subordinate pavilions are treated with windows and balconies. The details of the exterior orders are richly decorated, and the pediments, friezes, panels and spandrils will receive a decoration of figures in relief, with architectural motifs, the general tendency of which will be to illustrate the purposes of the building. It is intended that the friezes of the Ionic order shall bear in each bay the name of a discoverer or inventor associated with the development of the science of electricity, thus setting forth a biographical history of the science.

The color of the exterior will be marble, but the walls of the hemicycle and of the various porticoes and loggias will be highly enriched with color, the pilasters in these places being decorated with scagliola and the capitals with metallic effects in bronze.

In the design of this building it is proposed by the architects to so devise its details and general outlines that they may be capable of providing an electric illumination by night on a scale hitherto unknown, the flagstaffs, the open porticoes, and the towers, especially, being arranged with this in view. It is proposed that the hemicycle or niche, which forms the south porch, shall have

either a great chandelier or crown of lights suspended from the center of the half dome, or shall be provided with electric lights masked behind the triumphal arch which forms the opening of the niche.

THE AGRICULTURAL BUILDING.

The designs of Architects McKim, Meade and White, of New York, for the Agricultural Building, show one of the most magnificent structures that will be raised for the Exposition. The style of architecture is classic renaissance. This building is to be put up very near the shore of Lake Michigan, and will be almost surrounded by the lagoons that lead into the park from the lake. The building is to be 500 by 800 feet, its longest dimensions being north and south. The north line of the building is almost on a line with the south pier leading out into the lake, on which heroic columns emblematic of the thirteen original States will be raised. A lagoon stretches out along this entire front of the building. The east front looks out into a harbor which sweeps around and extends half-way down the south front of the building. The entire west exposure of the building faces a continuation of the lagoon that extends along the north side. With these picturesque surroundings as an inspiration, the architects have brought out designs that have been pronounced all but faultless.

For a single-story building the design is bold and heroic. The general cornice line is 65 feet above grade. On either side of the main entrance are mammoth Corinthian pillars, 50 feet high and five feet in diameter. On each corner and from the center of the building pavilions are reared, the center one being 144 feet square and those at the ends 64 feet square. The corner pavilions are connected by curtains, forming a continuous arcade around the top of the building. The main entrance leads through an opening 64 feet wide into a vestibule, from which entrance is had to the rotunda, 100 feet in diameter. This is surmounted by a mammoth glass dome, 130 feet high. Under the center of the dome will be a colossal statue of Ceres surrounded by other allegoric groups of statuary. All through the main vestibule statuary has been designed illustrative of the agricultural industry. Similar designs are grouped about all of the grand

entrances in the most elaborate manner. The corner pavilions are surmounted by domes 96 feet high, and above these tower groups of statuary. The design recommended for these domes is that of three women of herculean proportions supporting a mammoth globe. At stated intervals other groups of statuary have been arranged around the building, principally near the eight minor entrances, each of which is 20 feet wide. The roof of the building is of glass, and the entire cornice is highly ornate. A broad colonnade will connect this building and the Palace of Meceanic Arts.

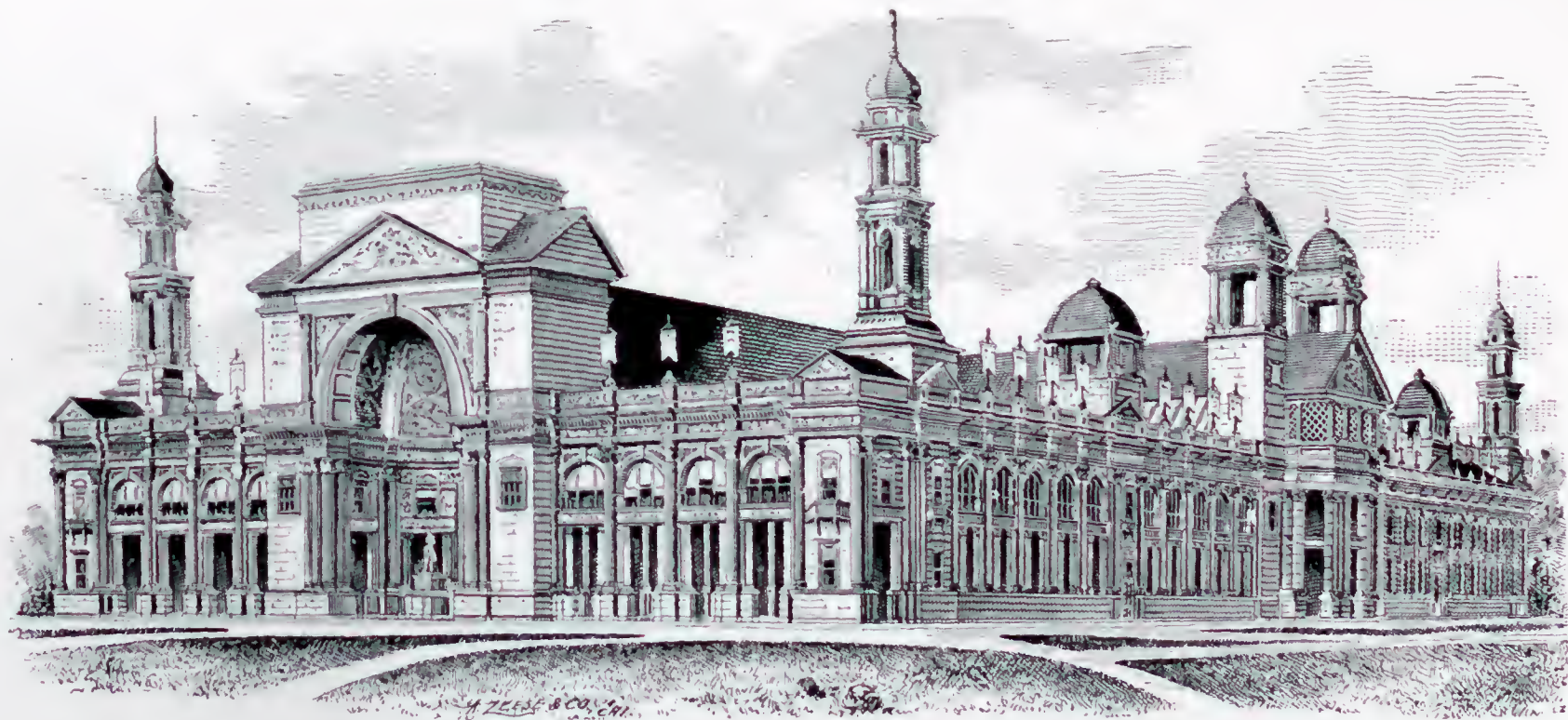
THE MACHINERY HALL.

Machinery Hall, on which Peabody & Sterns, of Boston, have been working for months, has been pronounced by many architects second only to Richard M. Hunt's Administration Building in the magnificence of its proportions. This building will be 850 by 500 feet, and cost \$450,000. It is located at the extreme south end of the park, midway between the shore of Lake Michigan and the west line of the park. It is just south of the Administration Building, and its northwest corner approaches within a few rods of the big transportation loop.

The building is spanned by three arched trusses, and the interior will present the appearance of three railroad train-houses side by side, surrounded on all of the four exterior sides by a fifty-foot gallery. The trusses are to be built separately, so that they can be taken down and sold for use as railroad train-houses. In each of these long naves there is to be an elevated traveling crane running from end to end of the building for the purpose of moving machinery. These platforms will be built when the Exposition opens, so that the visitors may view from them the exhibitions beneath. Steam power for this building will be supplied from a power-house adjoining the south side of the building. The two exterior sides adjoining the grand court are to be rich and palatial in appearance.

THE WOMAN'S BUILDING.

Women who visit the Exposition will be well-cared for in the Woman's Pavilion, the plans for which have been completed by Miss Sophia G. Hayden, the Boston architect.



ELECTRICAL BUILDING.

Among other things, provision has been made for aerial gardens at either end, where women may rest amid trailing vines and cool lake breezes.

The building itself is 200 by 400 feet in its general dimensions, and is two stories high, with an attic containing committee rooms and general offices. It is located on the westerly side of Jackson Park, directly opposite to the Midway plaisance. On the east and west fronts are spacious loggias 200 feet long and 20 feet wide, surmounted by open balconies, accessible from the second floor. In the centre is the great hall, 80 by 200 feet, and the full height of the building, surrounded by corridors which open upon the central hall by a series of arches or colonnades, and giving access to the various exhibition, committee, and reception rooms, ladies' parlors, etc.

On the first floor are the general reception rooms, kindergärten, and halls of general exhibit for woman's work. On the second floor are the ladies' parlors and reception rooms en suite, and a large hall for congresses that will accommodate 1,500 people. On the opposite end from the hall is a meeting room for the Executive Committee of the Board of Lady Managers, with necessary offices for the president, secretary, and other officers. There are large toilet and dressing rooms, well lighted and ventilated, and on the landing of the four principal staircases which lead to the second floor are four lounging rooms, made comfortable with spacious divans and walls hung with tapestries, embroideries, and other specimens of women's handiwork.

The great hall is brilliantly lighted from the top, and furnishes ample opportunity for the display of works of art on its walls. The style of the exterior design is Italian renaissance of a fine and delicate type of ornamentation, and the friezes and spandrels of the arches are decorated with sculptured festoons and garlands. The pediments which crown the entrances of the east and west fronts will be filled with figures in relief, and the angles of the pavilions above the main corners are to be crowned with groups of female figures. It is intended to have the sculptured design executed by the most celebrated women sculptors here and abroad. A competition will be instituted by Mrs. Palmer which is intended to call forth the best of such talent.

THE FISHERIES BUILDING.

This building will be 1,100 feet long and 200 feet wide. It is built upon a curved island, and conforms in shape to this. The general design of the building is Spanish Romanesque, and its general effect is exquisitely light and pleasing. The two polygonal wings are to serve as aquaria. The three domes of this building are to be of the same color and general effect as that of the Administration Building; and the artists in charge of the color scheme of the whole Exposition have planned to use these two widely separated domes as the color accents of the whole scheme.

While the extreme dimensions of the building are very large, yet the structure is so laid out that the general effect is rather of delicacy than of the grandeur to be expected from the mere statement of dimensions. It is composed of three parts, a main building 365 feet long and 165 feet wide, and two polygonal buildings each 133 feet 6 inches in diameter, connected with the main structure by two curved arcades.

The main building is provided with two great entrances in the centers of the long sides. These entrances are by pavilions 102 feet long, projecting 41 feet beyond the line of the main building, and flanked at each corner with circular towers. The great pediment over the south or chief entrance is filled with sculpture, the subject being a scene of whale fishing. The angles are surmounted by statues representing fishers casting the spear, throwing the handline, and holding the finny prey.

The quadrangular first story is surmounted by a great circular story capped by a conical roof. A graceful open turret crowns this roof and four smaller towers spring from and surround the base.

The general design of the whole structure is Roman in masses, with all the details worked out in a realistic manner after various fish and marine forms. Thus the double row of engaged columns which form the exterior face of the building have capitals which are formed of a thousand varied groupings of marine forms, while the delicate open work of the gallery railings display as many different fishes.

The circular story is surrounded by a broad exterior gallery, and the four flanking towers of the entrances and the four smaller towers of the central roof terminate in open turrets, from all of which views of every part of the grounds can be obtained.

The materials of construction are wood, iron and steel, "staff" and glass. The roofs will be covered with glazed Spanish tiles, and the general coloring of the building will be at once soft and brilliant, as befits the grace of the architectural lines.

The main entrance leads past the broad winding stairs which give access to the turrets of the flanking towers into a wide vestibule and thence to the main floor of the building. All of the floors will be of asphalt concrete, and the floor of the second story is disposed as a gallery, leaving the interior open to the great elliptical ceiling of the dome far overhead. This ceiling will be enriched with brilliant frescoes. The wide gallery of the second story will permit visitors to have a general view of the principal part of the exhibits. From this gallery the summits of the four smaller towers of the roof are reached by winding stairs.

The two curved arcades leading to the aquarial exhibit on the east and the angling exhibit on the west are open to the air, and are provided with wide staircases on both of their sides, thus adding four means of access to the various parts of the building.

The two circular buildings, in one of which will be installed the angling exhibit and in the other the aquaria, are precisely similar in size and exterior appearance. They are not in reality circular, but polygons of many sides. The result is that the severity of the simple curve is obviated by a succession of obtuse angles, which lends grace and lightness to the general design. The western building is perfectly plain within, as in it the varied exhibit of angling appliances is to be placed. The aquaria will be found in the eastern building, and there is little doubt but that this will be one of the chief points of interest of the whole Exposition.

In the center will be a circular basin thirty feet in diameter, in the middle of which will rise a towering mass of rock-work. From clefts and crevices in this rock-work miniature cascades will ripple down to the masses of reeds, rushes and ornamental semi-aquatic plants in the basin, amid which will be seen gorgeously brilliant

fishes disporting. Around this basin there will be a circular walk sixteen feet wide, reached by two broad entrances. These entrances pass through the inner series of tanks. The larger section of these tanks will be devoted to fresh-water fishes, the smaller to those from salt water. This series contains the tanks of greatest capacity. They will have vertical sides, as they will be inspected from both sides, and the bottom will be rounded. They will vary in capacity from 7,000 to 17,000 gallons each. The sea water for the marine fishes will be secured by evaporating the necessary quantity at the United States Fish Commission Station at Wood's Holl, Mass., to one-fifth its bulk, thus reducing both quantity and weight for transportation about 80 per cent. The fresh water required to restore it to its proper density will be supplied from Lake Michigan. From this same source will be drawn all the fresh water needed. In transporting the marine specimens from the coast to Chicago, about 3,000 gallons of pure sea water will be brought on each trip.

Surrounding these great tanks, which will be about seven feet wide, there will be a second annular walk sixteen feet wide. This walk will be vaulted over and the walls above the clear glass fronts of the tanks will be made of stained glass, so that all of the light will perforce come through the tanks. Around the outer circumference of the walk will be placed the second series of tanks. These will be somewhat smaller than those in the inner series, ranging from 750 to 1,500 gallons each in capacity. The entire length of the glass fronts of the aquaria will be about 575 feet, or over 3,000 square feet of surface. The panorama presented will be one of surpassing interest and beauty, and the whole exhibit will rival the greatest permanent aquaria of the world, not only in size but in the number and character of the specimens displayed. Thus it is already known that Dr. Ladislao Neeto, the director of the National Museum at Rio Janeiro, Brazil, and who organized the magnificent exhibit of Brazil in the fishery exposition at Berlin, proposes to send a much more complete exhibit to Chicago in 1893.

The total water capacity of the aquaria, exclusive of two huge reservoirs which are to be placed in the main structure, will be 18,725 cubic feet, or about 140,000 gallons. This will weigh

1,192,425 pounds, or almost 600 tons. Of this amount about 40,000 gallons will be devoted to the marine exhibit. In the entire salt water circulation, including reservoirs, there will be about 80,000 gallons. The pumping and distributing plant for the marine aquaria will be constructed of vulcanite. The pumps will be in duplicate, and will each have a capacity of 3,000 gallons per hour.

It is the intention of the State Fish Commission of the different States to make provision for a comprehensive exhibit of native and cultivated live fish, with hatcheries, appliances and equipments for transportation, models of fishways in use, etc. Each State will have its special exhibit, and in addition to this there will be a large government display of shell and sea fish. The coast States will send especially large displays.

Of all the exhibits to be made by the United States Government the most interesting will be that of the Fish Commission. Up to the present time no comprehensive display has ever been made of the fauna belonging to this country. It is intended that such an exhibition shall be made in Chicago. This ought to be interesting in consideration merely of the fact that fishing was the earliest industry of the New World, dating from the period of the discovery of America by Columbus. The Commission proposes to exhibit alive in aquaria the principal forms of fishes and invertebrates of both oceans, the Gulf of Mexico, The Great Lakes and the inland rivers, with particular reference to those which have commercial value.

Not only will marine creatures of all sorts be shown, but the finny denizens of the streams also, and likewise the whitefish, the catfish, the big pickerel, and the huge sturgeons of the interior waters. Such a task will necessarily be of great magnitude, inasmuch as the labor and skill required to fetch the fishes in good condition from points so remote, over thousands of miles of railway, must be enormous and of the very highest order. It has been announced hitherto that such an exhibition was impossible, but thanks to modern devices and the discoveries of the Fish Commission, no serious difficulties are anticipated. The marine fishes will be captured off the coast and forwarded alive by rail, in tanks filled with sea-water, to Chicago. Not only on the At-

lantic seaboard, but on the Pacific likewise, the vessels of the commission will devote attention to this work. They will secure the scaly captives in seines, select such desirable ones as are caught in the pound nets of the fishermen, and take them in tanks ashore, where they will be shipped to the Exposition. The tanks utilized for transportation will be of sufficient size not to crowd the occupants, and provided with a device for circulating and aerating the water.

The main structure will contain a full and complete exhibit of all the various appliances used in the fishing industry in all countries and in all times, while the special department of angling will have the whole of the west wing for its exhibit. It is the intention of the Department of Fish and Fisheries to make the exhibits of foreign nations as large as possible, and thus far there is every reason to believe that the highest degree of success in this direction will be attained.

Captain Joseph W. Collins, chief of the department, was appointed to that position on February 13, 1891, having been selected for his eminent fitness for the work to be performed. He has had wide experience in exposition matters, and is probably the best informed man regarding fishery expositions and their conduct to be found in the country.

MANUFACTURES AND LIBERAL ARTS.

The biggest structure on the World's Fair grounds will be the Manufactures and Liberal Arts' Building, designed by George B. Post of New York. Its dimensions are 788 by 1,688 feet. Its location is on the eastern side of the park near the lake shore. It has the lake on the east and a waterway on the south and west sides. It is so designed that it resembles four long buildings joined together in the form of a rectangle about an interior court and forming one continuous exhibition hall. This hall receives light from both sides and the top, and each section is composed of a central arch 100 feet wide open to the roof, and 80 feet high, with galleries on either side 50 feet wide. The four buildings will be under one roof, which will make an unbroken span through the center of the building 388 feet wide and 1,400

feet long. In the center of the span, running north and south, it is proposed there shall be an avenue 50 feet wide, to be called Columbia Avenue. Another walk, 50 feet wide, will cross this at right angles running from one side to the other of the building. The arched roof will be 150 feet high.

The galleries are approached upon the main floor by thirty staircases, the flights of which are twelve feet wide each. There are four great entrances, one in the center of each façade. These are designed in the manner of triumphal arches, the central archway of each being forty feet wide and eighty feet high. Surmounting these portals is the attic story, ornamented with immense sculptured eagles eighteen feet high, and on each side above the side arches are large panels with inscriptions, and the spandrels are filled with sculptured figures in bas-relief.

The long façades of the hall surrounding the building are composed of a series of arches filled with immense glass windows. The lower portion of these arches up to the level of the gallery floor and twenty-five feet in depth is open to the outside, thus forming a covered loggia, which forms an open promenade for the public and will provide an interesting feature, particularly on the east side, where it faces the lake. It is intended to locate here a number of cafés, where the great crowds can loiter at their ease and enjoy the breezes and cool shadows of the afternoon.

Running about the center will be a corridor, opening into the span, and a series of eighty-six projecting balconies elliptical in plan will be constructed. By walking out on these the visitor will be enabled to look down on the vast crowds of people and exhibits below.

The north and south corridors at the ends of the building will be left open, so that visitors may there find shelter from sun and rain. From the north corridor a view may be had of the Government Building and such maneuvers of troops as may take place. From the south corridor there will be a view of the Administration Building, the Grand Plaza and the big basin with its numerous boats flying to and fro.

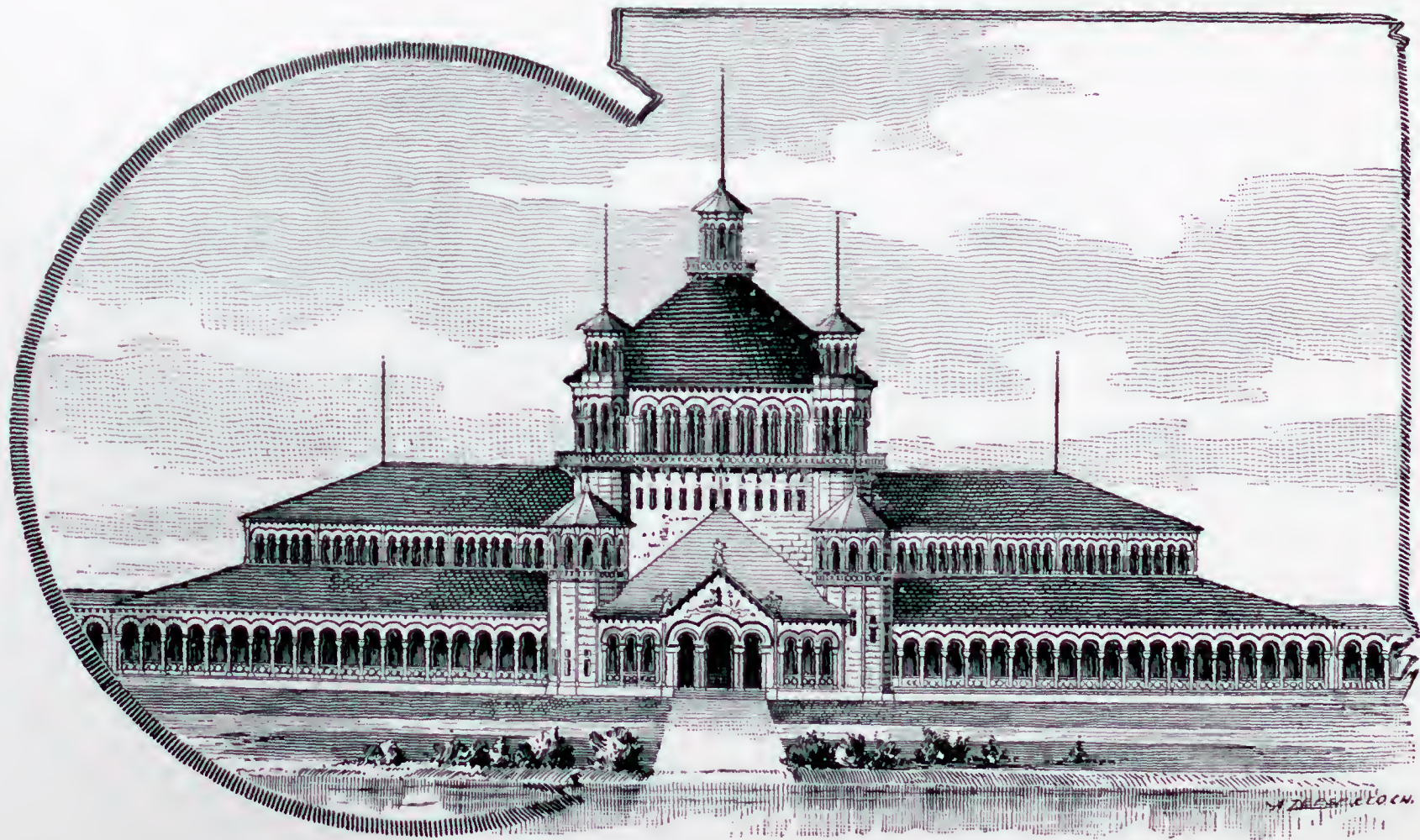
In this building will be the Departments of Manufactures and Liberal Arts, and the view down the long span, it is declared, will be magnificent. The corresponding building at the Paris Expo-

sition was 1,378 feet long and 374 feet wide, so that it could have been conveniently built inside this structure.

FINE ARTS.

The design submitted for the Fine Arts Building is said by the architects to be the most purely classic of any yet offered. Whether the art exhibit will beautify Jackson Park or the Lake Front Park, where the old exhibition now stands is a question. Whichever it may be this design by Chief Designer Atwood is likely to be adopted.

The building will be of pure Grecian, Ionic style, and a type of the most refined classic architecture. It is oblong, 500 by 320 feet, intersected north, east, south and west by a great nave and transept 100 feet wide and 70 feet high, at the intersection of which is a dome 60 feet in diameter. It will be 125 feet to the top of the dome, which is to be surmounted by a colossal statue of the type of famous figures of winged victory. The transept has a clear space through the center of 60 feet, being lighted entirely from above. On either side are galleries 20 feet wide and 24 feet above the floor. The collections of sculpture will be displayed on the main floor of the nave and transept, and on the walls of both the ground floors of the galleries will be ample wall spaces for displaying the paintings and sculptured panels in relief. The corners made by the crossing of the nave and transept are filled with small picture galleries. Around the entire building are galleries 40 feet wide, forming a continual promenade around the entire structure. Between the promenade and the naves are the smaller rooms devoted to private collections of paintings and the collections of the various art schools. On either side of the main building will be one-storied annexes, divided into large and small galleries capable of expansion. These annexes will be 120 by 200 feet wide. The main building is entered by four portals ornamented with architectural sculpture and approached by broad flights of steps. The walls of the loggia of the colonnades will be decorated with mural paintings illustrating the history and progress of the arts. The frieze of the exterior walls and the pediments of the principal entrances will be ornamented with sculp-



FISH AND FISHERIES BUILDING.

tures and portraits in bas-relief of the masters of ancient art. The general tone or color will be light-gray stone. The construction, although of a temporary character, is necessarily fire-proof. The main walls will be of solid brick covered with staff architecturally ornamented, while the roof, floors and galleries will be of iron. All light will be supplied through glass skylights in iron frames.

If placed in Jackson Park the structure will be located at the south side of the improved portion of the park, with the south front directly on the north of the lagoon. It will be separated from the lagoon by terraces ornamented with balustrades, with an immense flight of steps leading from the main portal down to the lagoon, where there will be a landing for boats. The north front will face the wide, open lawn and the group of State buildings. The immediate neighborhood of the building will be ornamented with groups of statues, replicas and ornaments of classic art, such as Choriagic monument, the "Cave of the Winds." The ornamentation will also include single statues of heroic and life-size proportions. The probable cost of the building will be between \$500,000 and \$600,000.

TRANSPORTATION BUILDING.

The great feature of this building, which is 960 by 250 feet, is the superb main entrance. This will consist of an immense single arch, enriched to an extraordinary degree by carvings, bas-reliefs and mural paintings. The entire scheme will form a rich and beautiful yet quiet color climax, for it will be treated entirely in gold leaf. It will be known as the golden door. The general style of the building is on the Romanesque order. From the cupola of this building many of the most striking groupings of the great buildings will be most perfectly seen. Everything in the way of transportation from a baby-wagon to a locomotive will be exhibited in this building.

HORTICULTURAL BUILDING.

The Horticultural Building is 1,000 by 280 feet. The main feature of this building, which will be almost entirely constructed

of glass, is the great crystal dome, 187 feet in diameter and 113 feet high, in front of which two smaller domes, resting upon richly sculptured bases, flank the highly ornate arched main entrance. A broad flower-terrace will surround the whole building, interrupted by tanks in which the Victoria Regia and other superb lilies and water-plants will be seen in blossom.

Horticultural Hall will be almost translucent. Its crystal dome and roofs of glass will admit, while it softens, the sunshine which will be everywhere present in the building. From its northern windows may be seen the Women's Building, 200 by 400 feet, with its delicate Italian architectural center, flanked by end and center pavilions connected by an open arcade. Here, under the control of the Board of Lady Managers, will be exhibits of women's work alone, and, as one of the most novel and important features of the Exposition, it has been given one of the most conspicuous sites on the ground.

North of these buildings will rise the Illinois State Building, and beyond this, in the improved portion of Jackson Park, is located the Art Building and Annexes, which will cover an area of 250,000 square feet. The central building and the annexes are so grouped as to form a large court open to the north and facing the many State buildings, which will occupy the upper end of the park. This court will be filled with statuary fountains, reproductions of famous architectural remains, and fragments from the historic buildings of ancient periods. To the east and between the Art Building and the Fisheries Exhibit lies the ground which will be devoted to the buildings to be erected by the Foreign nations.

PALACE OF MECHANIC ARTS.

This is also known as the Liberal Arts and Manufacturer's Building. The central idea carried out in this building, which covers a space of 850 by 500 feet, is that of the railroad train-house. The building is designed according to the Spanish renaissance. It is difficult to assign pre-eminence among such a collection of architectural triumphs, but the richness of the facade of this great palace is unexcelled by any other of the buildings. A feature of this triple building, for such it is in plan, will be the use of

the three enormous traveling platforms to carry visitors from end to end, thus affording a complete view of all the machinery without fatigue.

•THE CASINO AND PIER.

One of the novel buildings of the Exposition will be the Casino and Pier. The Casino, which will stand out in the lake 1,000 feet from the shore, is intended to reproduce Venice on a small scale in Lake Michigan. Burling & Whitehouse of Chicago have completed the design for this structure, and the architecture is of course of Venetian order.

The Casino will be built on piles and connected with the shore by a pier 80 feet wide. The base dimensions of the Casino will be 180 by 400 feet. The building will consist of nine pavilions, two stories in height, and, with the exception of the central one, 80 feet above the surface of the water. The center pavilion will be 180 feet high. There will be communication between the nine pavilions both by gondolas and bridges. Completely surrounded by water this structure with its fleet of boats and numerous waterways is expected to have a decidedly Venetian flavor. Surrounding the central pavilion will run a gallery 56 feet wide. The pier connecting the Casino with the shore will form a broad promenade. At the west end of the pier will stand the thirteen columns designed by Sculptor St. Gaudens to represent the thirteen original States. In front of the Casino will be a harbor for small pleasure crafts. At night this harbor will be lighted by incandescent lamps sunk beneath the surface of the water on floats. The material of the Casino will be of wood and the walls will be covered with staff. A striking combination of high colorings will be effected.

THE FORESTRY BUILDING.

The Forestry Building will be 208 by 520 feet with a colonnade all about it, the pillars of which are tree trunks 18 inches in diameter and 24 feet high, while the roof is covered with bark and flag-masts tied to the timbers. It will cost \$100,000, and will be one of the most unique things on the entire grounds.

There will be at the World's Fair a more extensive and interesting forestry exhibit than has ever been made before. The plan of the Forestry Building admits of a more systematic and attractive arrangement of exhibits than has been possible at previous expositions. All the woods of the world will be exhibited, the purpose being—to show the quantity and geographical location of timber in all countries. At the Centennial, exhibits of forest products were made by 124 nations, states and municipalities.

Several States have already begun preparations for their exhibits at the Exposition, the State of Washington having one log ready for shipment that is four-and-a-half-feet in diameter and 111 feet in length. The microscope indicates that this magnificent specimen of the fir is nearly 450 years old. They have named this log "Seattle." A number of trees will be shown that attained an age of 500 to 700 years. The exhibit will include vegetable ivory, dye-woods and barks, and an interesting exhibit of the wood-pulp industry.

The agricultural colleges of this country will be asked to furnish information and illustrations of the forests of their States, the rapidity with which they are being cut down, the number of trees annually planted, with the plans taken to extend the cultivation of trees.

THE WASHINGTON BUILDING.

The Washington Building will be one of the most unique and interesting buildings on the grounds. It will cover 15,000 square feet of ground and will be constructed by building material obtained in Washington and all the kinds of material found there are to be represented. The front entrance is brick and stone taken from a great number of ledges to illustrate the different qualities of brick clay and stone.

The estimated cost is \$20,000 to \$22,000. The towers at the corners will be forty-eight feet high. In front is to be a wide terrace extending down to an artificial lake and planted with shrubbery indigenous to Washington. The interior is to be finished in native woods.



MINES AND MINING BUILDING.

THE DAIRY BUILDING.

The Dairy Building will be situated in the southeast portion of the grounds across the lagoon from the Agricultural Hall. It will be a three-story structure of liberal proportions, built of wood and covered with "staff," as will be most of the World's Fair buildings. On the first floor of the Dairy Building will be the butter and cheese exhibit. Produce will come next, and then the large operating-room, a corridor, and the office. All the products of the dairy and garden from every part of the world will be shown in this building.

GENERAL PLAN.

The general plan of the grouping of the buildings on the Exposition grounds is so arranged that while each building is perfect of itself and has an individual character each is an integral part of a perfect, and accordant whole. There are two grand courts upon which the buildings face. From any point in either of these spaces the buildings form varying but harmonious compositions. The Illinois State Building will 400 by 200 feet, and one of the handsomest buildings on the grounds, as it should be. The Music Hall and Shoe and Leather building had been located in the grand court of the Manufacturer's Building, but recent changes in that structure have made this impossible and each of these industries will now have a separate building.



Countries That Will Participate.

Almost all the foreign countries of note have already expressed their desire to participate in the Exposition: many of them have notified the authorities of their intention to do so, and some have made liberal appropriations to defray the expenses of their ex-

hibits. The following countries have appropriated the sums set opposite their names:

Brazil	\$ 25,000
Chile.....	100,000
Colombia.....	80,000
Costa Rica	50,000
Egypt	30,000
Egypt (promised).....	50,000
France	240,000
Great Britain	125,000
Germany.....	250,000
Guatemala.....	120,000
Japan	500,000
Jamaica	10,000
Mexico	750,000
Mexico (promised).....	2,000,000
Peru.....	25,000
Rio (of Brazil).....	10,000

The other countries which have taken official action but have not as yet settled on the amount of their appropriations are—

Belgium	
British Honduras.....	
China	
Cuba	
Denmark.....	
Ecuador.....	
Hayti.....	
Honduras	
Nicaragua.....	
Persia.....	
Russia	
Siam.....	
San Domingo	
Salvador	
Spain	
Switzerland	
Turkey.....	
Trinidad	
Venezuela	
Zanzibar.....	

That the latter countries will be well represented, the enthusiastic manner with which all foreign countries have welcomed Major Handy, chief of the Bureau of Publicity and Promotion,

and his staff, on their European tour, leaves no room for doubt. The products of every industry of every land will be seen at the World's Fair, together with the wonderful works and resources of our own country. In fact, the most noticeable feature of the preliminary work of the World's Columbian Exposition is the unprecedented interest displayed by foreign nations. Never before in the history of a great historical and industrial enterprise has the outside world responded with such promptitude and marked unanimity. It is a rational enthusiasm, too, for the event to be commemorated is of world-wide importance and interest far surpassing the centenary of a single nation. It is in honor of the discovery of a new world, and 400 years of a new era and a new civilization. It is to demonstrate the grandeur of the New World, who people it, how it is governed, who own it, what it has contributed to wealth, science, art, and the progress of civilization! The United States is but one of the nineteen republics of the New World which Columbus discovered, and a correct understanding of its achievements and possibilities requires a grouping together of the products of the various nations of the three Americas.

The total land area of all America is over 15,000,000 square miles. This immense territory is controlled partly by independent American republics and partly by European colonies. In North America, exclusive of Mexico, the United States controls one-half and Great Britain the other half. The area of the United States and Alaska is in round numbers 3,600,000 square miles, while Great Britain has in her Canadian and other North American possessions 3,400,000 square miles.

Of American republics there are two in North America, five in Central America, ten in South America, and two in the West Indies. Of European colonies on the continent, there are one in North America, one in Central America, and three in South America. Of the forty principal West India islands, Great Britain controls fifteen, France five, Holland six, Denmark three, and Sweden one. The total population of these various republics and colonies is, in round numbers, 125,000,000.

The facts relating to the material development, progress, and wealth of the New World are still more significant, and illustrate

what America has to exhibit in 1893, and why its several nations are making such elaborate preparations for the coming event. It has already constructed 200,000 miles of railways, as against 170,000 miles of the rest of the world. It has during the last 400 years produced \$6,200,000,000 in silver, as against \$1,180,000,000 of the rest of the world. During the last fifty years the total gold product was \$5,950,000,000 in value, while that of the outside world was but \$1,290,000,000. The public debt is \$2,500,000,000, or only one-tenth that of the whole world. The total wealth of the New World has never been estimated, but that of one of our republics—the United States—is now about \$62,500,000,000. The grain crop of this single republic for the year 1891 is estimated at about 3,500,000,000 bushels.

These are but illustrations of the material wonders of the New World which Columbus discovered, but they are sufficient to show why the American republics and colonies are so intensely earnest in preparing for the coming Exposition, and why the nations of the Old World are also responding with marked unanimity. All of the American republics, nineteen in number, have accepted the invitation to join in the Exposition. Of the various States of the United States, twenty-nine have already provided appropriations and all others will, and in 1893 the shores of Lake Michigan will present the most magnificent display of the world's wealth and genius ever dreamed of by man. It is not probable that any commercial nation of the world will fail to be an active participant.



Grand Dedicatory Ceremonies.

While the World's Columbian Exposition will not be formally opened until August, 1893, the buildings and grounds will be dedicated in October, 1892, the anniversary of the discovery of America by Columbus. The ceremonious demonstrations at this time promise to eclipse anything of the kind ever before attempted.

If rare Ben Jonson could only come back to view the processions, parades, and glory of those four days, how it would gladden his heart, that so delighted in such scenes of mimic splendor. One hundred and fifty thousand dollars has been appropriated by the World's Fair directors for the dedicatory ceremonies.

The plans outlined by the Committee on Ceremonies embrace a civic and industrial display, a military parade, dedication services on Wednesday, October 12, a grand dedication ball, and one day wholly devoted to military maneuvers, in which all or most of the service will be represented.

The industrial display promises to be the greatest event of its kind ever held in any country. The general design is to illustrate the growth and development of America during the last 400 years. The first three centuries will be devoted to historical events, which will be correctly reproduced on floats. Careful attention will be given to costumes and the accurate representation of the historical characters. The last hundred years will illustrate every great industry and invention, showing the primitive methods, the gradual improvement and what is now regarded as the perfection of machinery.

From a short account of "the joyful and magnificent pageant of 1788, in honor of the adoption of the constitution of the United States," which was pronounced by Francis Hopkinson, who himself participated in the procession, "an exhibition which for novelty, splendor and decorum justly merited universal admiration and applause," we select the following curious displays, to give an idea of what was regarded at that time as marvelous:

"The manufacturing society, with spinning and carding machines, looms, etc. The carding machine, worked by two men, carding cotton at the rate of fifty pounds' weight per day, was placed on a carriage thirty feet long, eighteen feet wide and thirteen feet high, drawn by ten horses; also several other machines in full operation. The carriage was followed by a large number of weavers.

"Farmers, headed by Messrs. Richard Peters, Richard Willing, Samuel Meredith, Isaac Warner, George Gray, Charles Willing, and others. One of the plows in this department was drawn by

four oxen and directed by Richard Willing, in the character and dress of a farmer."

Who can tell but that an anniversary celebration one hundred years hence will show as much improvement over the great display the committee is arranging for next year as will that over the celebration described by Francis Hopkinson.

One of the most interesting features of the World's Columbian Exposition will be the military display. The aggregate organized strength of the militia of the United States, from figures compiled by Lieutenant R. H. Wilson, of the Eighth United States Infantry, is 106,506 men. From the zeal already displayed in the matter of inquiry by military commanders, it appears that 25,000 of these State troops will answer reveillé in Washington Park at sunrise October 13, 1892. The Government of the United States can, without detriment to the service, order something over 3,000 men to rendezvous for four days at Chicago. A proper balancing would divide the regulars as follows: Five regiments of infantry, 2,000 men; two regiments of cavalry, 1,000 men; and four batteries of light artillery, 250 men.

With the regular contingent to hold the right of line there would be in the marching column 28,250 troops, a number still 1,750 men less than that which made up the Philadelphia parade in 1887. In platoon formation averaging forty privates to a company and twenty to a platoon, the number of men given would suffice to form over 1,400 platoons and to make a procession about eight miles in length. The simplicity of the regulation uniform of the United States army does not yet mark the clothing of the troops of all the States, and blue is not by any means the only color to be seen among the militia. There are nodding plumes on dozens of regiments of civilian soldiers, and bearskin chapeaux are not unknown. Take these, with the white and blue of the infantry, the yellow of the cavalry, the red of the artillery, the somber black of the engineers, and the almost numberless tints of the militiamen's apparel, and that array as it swings from line into column will present a sight that will be an ample excuse for the sounding by Chicago of an assembly that has caused troops from the North and South, the East and the West, to fall into line.

General Nelson A. Miles has been appointed by the War Department to have charge of the military features of the World's Fair.

So far as the dedicatory ceremonies are concerned, Gen. Miles thinks there should be 15,000 troops, 10,000 of the National Guard and 5,000 of the United States regulars, and he has also suggested that in the parade there be 2,000 Indians.

The military ceremonies will probably conclude with an attack and the defense of a fortified position. There would be ample room for the proper distribution of the offensive and defensive troops at Washington Park. Young Americans would have the opportunity of witnessing a spectacle now only to be witnessed on rare occasions in European countries.

The following States have agreed to send military delegations: Colorado, California, North Dakota, Kansas, Indiana, Ohio, and Pennsylvania. From these States and others will come the pick of their militia, and Chicago will see the Ancient and Honorable Artillery of Boston, with its 253 years of existence, in the column with the last company of Nebraska militia organized to protect Rushville from the Sioux. Illinois will be represented, of course, in full force.

The possibilities for drill and dress ceremonies at Jackson and Washington Parks are unlimited. There is room for everything, from the "setting up" drill to the evolutions of the brigade, and it is the intention to take advantage of the troops' mobilization to drill in mass.

Gen. Miles also wants the big show in 1893 to have 90,000 troops present. His idea is to establish a military camp somewhere in the suburbs of Chicago, and hold the troops here at least thirty days. This, he thinks, would give foreign visitors an idea of the military resources of this country.

Some Things Projected for the World's Fair.

THE EIFFEL TOWER.

There is no doubt about the World's Columbian Exposition having a tower larger, higher and more complete than the great Eiffel tower of the Paris Exposition. The height of that tower was 300 meters, or about 1,000 feet. M. Eiffel proposes to build one for the World's Fair several meters higher. The estimated cost of this mammoth structure is \$1,250,000. William E. Hale, of Chicago, also has a plan for construction of a tower 1,200 feet high, to cost \$2,000,000.

HANGING GARDENS.

"The Hanging Gardens of Babylonia" is the name given by Bernard Jacoby to a novel structure which he would like to erect in the World's Fair grounds. The plans are for two steel and glass buildings, 150 feet long, 50 feet wide and 50 feet high, to be arranged on cables between steel columns, one to be suspended in air while the other is on the ground, the weight of one to balance the other. The sixteen steel columns for the proposed hanging gardens are to be 400 feet high, according to the plans, so that the building suspended will be 350 feet above ground. There will be a restaurant in each one, with music and with roof-gardens containing flowers and light trees. Two thousand people could be accommodated on each trip, which would occur once every hour. The gardens are to be brilliantly lighted by electricity, and handsome marble steps will lead up to the platforms on which the buildings are to rest. The originator of the plan estimates the cost at \$500,000.

QUAINT STREETS OF CAIRO.

There are many novel and interesting things projected for the World's Fair which will astonish and delight the hundreds of thousands of spectators in 1893. One of the most unique and



TRANSPORTATION BUILDING.

attractive of these will be a complete reproduction of a street in Cairo, Egypt.

The privilege for representing the street has been granted to George Pangalo by the Ways and Means Committee. Mr. Pangalo is a manager of a bank in Egypt and a citizen of Cairo. He came to this country expressly to make the exhibit, and has been working to secure this privilege for months. It will embrace 50,000 square feet of ground, and the site will be on Midway Plaisance.

The exhibit will embrace a single street, furnishing a composite picture of the buildings characteristic of Cairo. The street will be 421 feet long and its width will vary from twenty to thirty-five feet. The features will be a mosque, with its drinking fountain and the richly ornamented minaret. It will be ninety-five feet high, and the striking feature of the architecture. Its style will be that of the Cherkess dynasty, and it will be an accurate reproduction of a Mohammedan place of worship.

Another feature will be a large amusement hall, where, if objections be not raised, there will be dancing girls to amuse the visitors. There will be a barber-shop, Arab coffee-shops, and representations of the residences of prominent Egyptians. Exclusive of the monuments and buildings, there will be sixty shops of various kinds. It is intended to bring a number of donkeys, donkey boys, camels, snake charmers and fortune tellers, to represent the coffee-shops, refreshment rooms, and various street scenes seen in the market, wedding processions, etc., together with the quaint furniture and dress and decorations of this ancient people.

PLAN TO INTEREST THE CHILDREN.

An elaborate and interesting scheme by which some fifteen million children or more, both in the United States and foreign lands, will become directly interested in booming the World's Fair, has been prepared by Bishop Fallows, the Rev. F. F. Bliss, and others.

The plan involves nothing less than the formation of an International Youths' Worlds' Fair Association, which will enlist the sympathies of children up to the age of sixteen years all over the

world. They will be primarily reached through the public schools, Sunday schools and churches, and the promoters feel confident that in this association there will be formed a working auxiliary of inestimable value in inciting general interest among older folks in the World's Fair and its doings.

The American Society of Patriotic Knowledge, through Bishop Fallows, its first vice-president, stands sponsor for the enterprise; C. C. Bonney, of the World's Fair auxiliary, Frances Willard, Anna Gordon, Dr. Frances Dickinson, Supt. A. G. Lane, Judge Waite, A. R. Abbott, M. J. Sands, Mrs. A. G. Lane, C. S. Brown, J. M. Bullens, Profs. Marks, Ford and Claflin, and many other prominent Chicago people are interested in and supporting the movement; while Mrs. Isabella Beecher Hooker, Connecticut; Mesdames ex-Gov. Bagley and E. P. Howes, Michigan; Mrs. Gov. Eagle, Arkansas; Mrs. D. F. Verdenal, New York; Mrs. Mary E. Lockwood, Washington, D. C.; Mrs. Alex. Thompson, Maryland; Mrs. M. R. Kindler, Delaware; Mesdames M. S. Briggs and C. S. Langworthy, Nebraska; Mrs. Elizabeth Fry, Texas; Prof. W. W. Parsons, Indiana; Prof. F. Buck, Iowa; Miss Emma Winosatt, Washington, D. C.; Mrs. Miller, Iowa, and Mrs. E. N. Hailman, of Indiana, the well known head of the kindergarten movement, are supporting the project on the outside.

ELECTRICAL DISPLAY.

It is the intention of the management to make the World's Fair site and the buildings one grand exemplification of the progress that has been made in electricity.

The electrical exhibits will not be confined to a few of the buildings, but on every hand there will be a display of electricity. The ground, including the waterways, the wooded island, the streets and avenues, and boulevards approaching the World's Fair site, will all be lighted by electricity, and in harmony with the general effect which it is desired to produce. According to Chairman Jeffery, of the Committee on Grounds and Buildings, the great structures of the Exposition will be turned into a panoramic view at night by the aid of powerful electric search lights. On the gilded dome of the Administration Building, on the center

pavilion of the Casino, and at other suitable points these search lights will be placed. During the evenings on which the Exposition is open the lights will be turned on the several main buildings and waterways, so as to flood them with a sudden burst of electric splendor. Glimpses of the outlines of woods, water and buildings will suddenly flash before the eye. And this panoramic view will be had from different points of observation.

GRAND FLORAL EXHIBIT.

The exhibit of flowers at the World's Fair will be a great feature of the Exposition. To bring about this result Director-General Davis has appointed John Thorpe, the founder and *ex-president* of the Society of American Florists, to be Chief of the Bureau Floriculture. Mr. Thorpe was twice president of the society the membership of which extends from Central America to the Arctic Ocean. In the building devoted to horticulture, with its lofty dome and glass roofs, fountains and spacious corridors, Mr. Thorpe will have an opportunity to show what the American growers of flowering plants may do. England and Continental Europe will be invited to join in the exhibit, and there are excellent reasons for believing that they will contribute largely to the display as he suggests.

The Society of Florists in its recent convention at Toronto decided to make an exhibit as a society. Mr. Thorpe says that each one of the large growers of special plants in the society will be called upon to make an exhibit lasting from three days to a week of his specialty. This will mean a grand display of each variety of flowers. The Horticultural Building will no doubt by an agreement between the south park commissioners and Chief Allison of the World's Fair, be made a permanent structure to be used as a mammoth conservatory after the exhibition closes. This will give Chicago the grandest conservatory in the world.

INDIAN RELICS.

The Department of Ethnology is making researches among the Indian tribes of the United States and Canada with a view to making a big display in that division of the work. Chief Put-

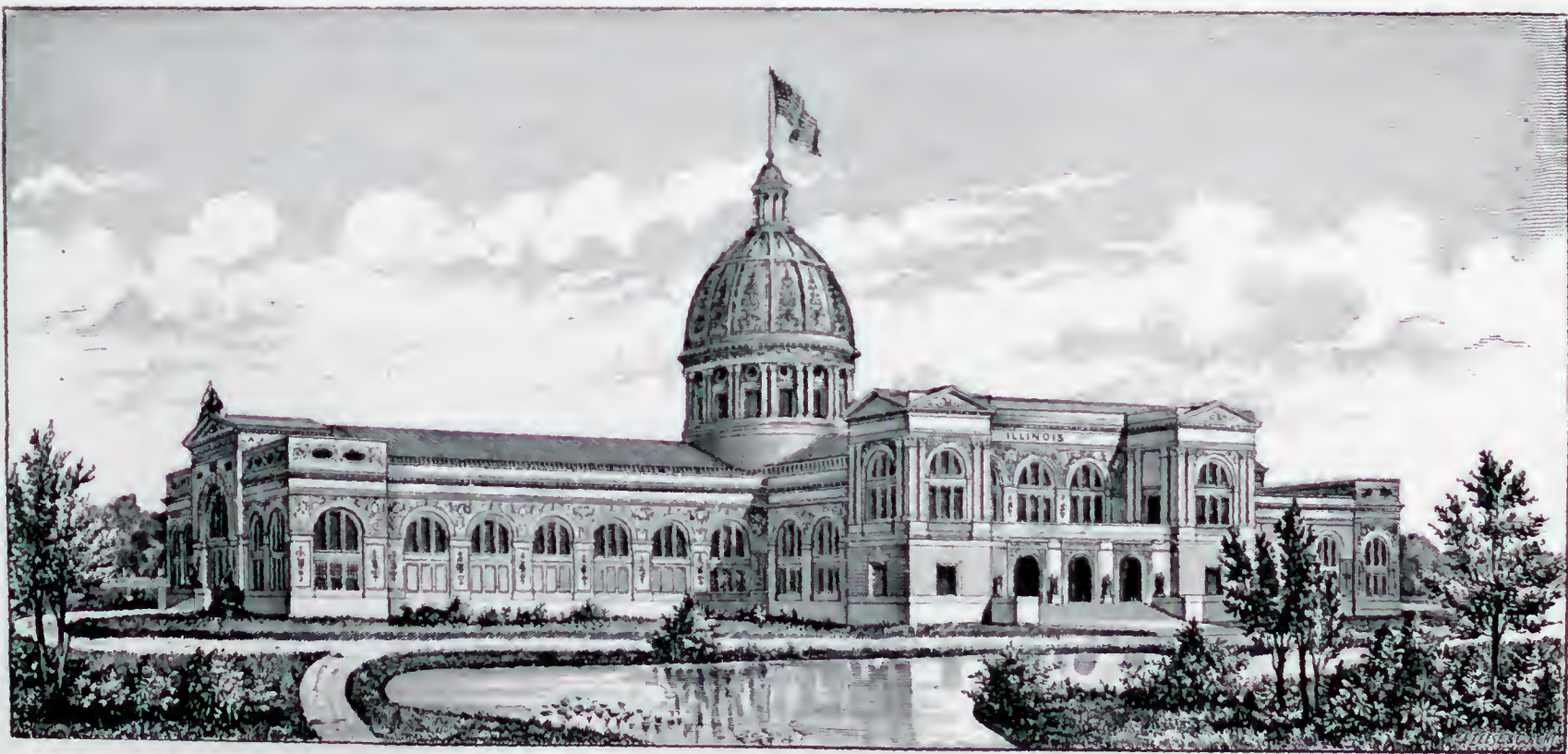
nam, in his July report to Director-General Davis, said his assistants were taking measurements and noting facts which will furnish the material for the tablets, charts and molds which will constitute the exhibit. One of these assistants who is making a study of the Bannock and Shoshone Indians, has made a collection of war bonnets, dress and accoutrements worn during burial ceremonies, at their ghost dances, and at their religious ceremonies. He has secured complete costumes with which to dress the Indian models, and will make an exhibit of the training and treatment of children, burial ceremonies, religious myths and traditions of the race.

Miss Alice C. Fletcher, who holds the Thaw fellowship in connection with this department of Harvard University, and who has spent several years in actual life among the Indians, will direct the reproduction of types of Indian habitations that have passed out of use. Mrs. Zelia Nuttall, an assistant of the Peabody Museum, is transcribing and translating Mexican photographs and making drawings of Indian houses. She has discovered, in a library in Florence, some precious old manuscripts of the time of Cortez, which contain pictures of Mexican houses. Edward H. Thompson, United States consul to Merida, Yucatan, intends to bring to the Exposition a native Maya house with complete furnishings, a Maya family and a native potter, who will make his vessels during the Fair.

A model is to be made of the famous Turner group of earthworkers in Ohio. Ernest Volk is working in the Delaware Valley, exploring the ancient argellite workshop discovered a month ago and is getting material concerning the existence of man on the American continent in remote ages. United States Consul Thompson is now at Uxmal, Yucatan, making molds of portions of façades and cornices used in adornment of these majestic ruins.

Of the structure known as the "House of the Governor of Uxmal," he says, "each square yard is a mosaic gem. A section of this structure would, if of a size sufficient to show the symmetry of the design, be a revelation to many who believe the mines of Yucatan to be mud piles and stone heaps."

George A. Dorsey is working at Anco, Peru, and has already opened fifty-three graves at the famous burial place at Anco, and



ILLINOIS STATE BUILDING.

taken out several perfect mummies. He found one in a remarkable state of preservation—the body and trappings appearing as if they had been buried but a few days. In the grave with the body was a pot of fish, a pot of corn, a calabash of beans and two jugs which had probably contained some sort of beverage. Over the shoulders of the body was a beautiful poncho.

As the World's Fair is to be an exhibition of the purest and highest culture of American people, much depends upon the three elements of art, ethnology and the liberal arts. The directors understand this, and while great attention is being paid the more stirring accomplishments of agricultural and mechanical arts and sciences, these finer arts are in no wise neglected.

MAKING A WORLD'S FAIR.

The offices and rooms where the work of the World's Columbian Exposition is being done are on the fourth and a portion of the fifth floors of the Rand-McNally Building on Adams and Quincy Streets. About fifty rooms are occupied. Besides these the twelfth floor of the Rookery Building and a portion of the rooms of Mr. Burnham, supervising architect, in the same building, are being used by a small army of draughtsmen engaged upon unfinished plans and designs. There are 687 officers and employes on the pay-roll, and the amount of money paid out for their services each month is \$36,000. This number and amount include the force at the Rand-McNally Building and that at the Rookery. The work is divided into departments with a chief at the head of each. These departments are lettered in alphabetical order—to wit: A—Agriculture, W. I. Buchanan, Chief; B—Horticulture; C—Live Stock; D—Fish and Fisheries, Capt. J. W. Collins, Chief; E—Mines and Mining, F. J. V. Skift, Chief; G—Transportation; H—Manufactures; J—Electricity, Prof. John P. Barrett, Chief; K—Fine Arts, Halsey C. Ives, Chief; L—Liberal Arts; M—Technology, Prof. F. W. Putnam, Chief; N—Forestry, and forest products, at present combined with the Agricultural Department; O—Publicity and Promotion, Maj. M. P. Handy, Chief; P—Foreign Affairs, Walker Fearne, Chief.

This list does not include the Board of Lady Managers, of which Mrs. Potter Palmer is the head, nor does it include a number of other adjuncts and divisions, which will be noted further on.

The duties of the National Commission, of which T. W. Palmer is the head, require that he shall be here once a month, or oftener as occasion demands. President Palmer and his assistants meet in conference with the local directors. He is also a member, as is his staff, of the Board of Control. Associated with Mr. Palmer is J. A. McKenzie, Vice-Chairman. He is always in his office during business hours. He is a typical Kentuckian.

When President Palmer is not in the city Mr. McKenzie takes his place. John P. Dickinson, secretary of the National Commission, is another of the assistants to the president. All correspondence growing out of the work of the commission goes through his hands. All expenses incurred by the commission in its national capacity are audited by the secretary. The president, vice-president and secretary each draw a salary of \$5,000 a year.

While the National Commission is essential to such an enterprise as this, and while its work is not by any means to be despised, its labor is trifling compared with the local directory.

The president of the local directory is W. T. Baker, president of the Chicago Board of Trade. By virtue of his office he is ex-officio a member of all the committees and must confer daily with such committees as have held sessions or are holding them. He also entertains foreign visitors.

Next to president Baker comes vice-president T. B. Bryan, the gentleman who did so much to secure the Fair for Chicago. Foreign delegations are very much at home in the presence of this distinguished orator and linguist and skilled diplomat. It must not be understood from this that Mr. Bryan is in his present position for no other purpose than that of being an agreeable gentleman of leisure. He is a worker. He is conferred with daily by the heads of the various departments. He gives general advice. He is also the general checking agent of the directory, signing all vouchers before they reach the auditor. In addition to all these duties he, being a skillful lawyer, gives much legal advice on Fair matters requiring consideration of that character.

In the room adjoining that of Vice-President Baker is the secretary of the local directory, and solicitor-general, Benjamin Butterworth. All ordinances relating to the World's Fair, as between the Commission and the directory and the city, are drawn by Mr. Butterworth. All legal questions are referred to him.

The auditor of the directory is Mr. W. K. Ackerman, who has a large corps of aides. His position is strictly one of business. Every bill that is incurred on account of the World's Fair has to come to Mr. Ackerman. His is the halfway place between the business end of the Fair and the treasurer, who hands out the cash. It follows, as a common-sense result, that Mr. Ackerman is frequently consulted by the chiefs of various departments and by the heads of the local directory.

Mr. A. F. Seeberger is treasurer of the World's Columbian Exposition. He is one of the successful business men of the city who has shown his faith in the work before him by devoting a considerable portion of his time to the duties of the office herein named. This department is one of the most important of the World's Fair. Every pound of nails, every bit of ornamentation, every item in the great expense account of this enterprise must be paid from this department. The collection of every dollar on shares subscribed is paid here. From this department all collectors are employed. When the work of gathering subscriptions was undertaken, the men employed for that were instructed from this department. In order to facilitate the work it was necessary to obtain from every factory and storehouse in the city a list of the names of the employés. After the subscriptions were obtained and the collection of the first assessment was begun, it was found that very many who had subscribed had changed their residences and business, so that it was difficult to find them. All this devolved upon Mr. Seeberger and his assistants. Sometimes a man was found who, for one reason or another, declined to pay his assessment. Then missionary work had to be done to bring the delinquent over. It fell to Mr. Seeberger's lot to devise means to accomplish this. In doing so he had a two-fold duty to perform, for if one delinquent were permitted to escape it opened the door for others. All that has passed, and the thanks of the interested are due to Mr. Seeberger's patience and ingenuity.

This department has nothing of the ornamental about it. It is as free from anything like dress parade as a bank. Its employes are selected on account of their quick knowledge and business qualifications only.

When every department shall have finished its work, and the announcement is made that all is ready for the opening of the World's Columbian Exposition, Director-General Davis will give the word. He will touch the button, not literally, for that will be left to the next President of the United States, but that will not be before Director-General Davis says the word. Besides being director-general, he is in consultation with all committees and sub-committees. He makes the nominations of all heads of departments. His nominations, however, like those which the President of the United States sends to the Senate, are not final. They must be passed upon by the National Commission and the local directory. There are forty-four local directors—one for each star on the flag, and his nominations must be satisfactory to both directors and Commission. Every scheme and plan must in some manner come to the director-general. All department-chiefs' work goes through Col. Davis, and if there is any friction it is his ingenuity which must cool it off. All applications must be approved by him. The clerical force of the director-general is necessarily large. The business of this department is wide in its ramifications. It frequently calls the head away from home. The Commission appointed to go abroad in the interest of the Fair was a suggestion by Col. Davis. The people appointed to go on that mission were named by him.

One of the most important departments in connection with the great event of 1893 is put down as the Department of Publicity and Promotion. This is the editorial department to which come all matters pertaining to the Exposition, and from which is issued all information concerning the Fair. It is under the supervision of Major Moses P. Handy, who laid aside the more active duties of general newspaper work to give the directory the benefit of his knowledge in the promotion of this work. His department is composed of well-trained writers. For the most part they are young men who had their journalistic schooling in the newspaper offices of Chicago, which is equivalent to saying that they under-

stand their business. In this department fourteen languages are spoken and written, or can be when the occasion calls for it. The work of this department is of great importance to the success of the World's Fair. Accurate articles on every branch of thought or industry to be represented at the Fair are written in this department. If there is to be an exhibit of the boot and shoe interest, an article is prepared in English, in which every possible fact in connection therewith is given, from a description of the building or the department where such an industry will be exhibited to the manner of shipment of such goods, and all other information which an exhibitor would want. This article is translated into French, German, Spanish, Danish, Swedish, Portuguese, and Italian. Copies are made of these translations and sent to every newspaper printed in the languages named which is devoted to the interest discussed. They are also sent to every leading manufacturer in the world whose name the department has in its possession. What is true of this industry is true of every one which will be exhibited here in 1893. Nothing will be seen at the Exhibition which has not or will not have been discussed by the writers of this department.

Nor is this more than a beginning of the duties required of the workers in this department. A newspaper in Germany wants a special and an illustrated article on the Exposition. A newspaper in Mexico wants a special article prepared on mining. A newspaper in Denmark wants a general article on the Fair, a description of the grounds, of the buildings, of the means of transporting articles, and so on. These applications are made to the Department of Publicity and Promotion, which at once complies with the requests. A journal in India recently asked for and obtained an illustrated article on Jackson Park and the buildings which are in the course of erection.

There is also an exchange list of every daily newspaper in this country, most of the weeklies, and the principal ones in Europe. When these papers arrive here they are carefully examined by a corps of clippers, distinct from the writers, who cut out every item of news bearing on the Exposition, credit it, and place it in a scrap-book, which is labeled, so that if it is desired to know what the paper in Kamchatka has said about the affair the article will be

found in the scrap-book with the name of that country printed upon it. There are at present one hundred of these scrap-books, most of which are well filled with matter pertaining to the coming Exposition. After the Exposition shall have become a thing of the past, these books are to be put away in a place of safety where they will be accessible to the curious.

There have been spread upon the records of this department the names of 40,000 prominent people throughout the world. They are members of legislatures, Congressmen, all possible exhibitors in the world; consuls, officers of the Farmers' Alliance, people connected with arts and manufactures, commercial and educational organizations—each one of these gets from time to time all the information gathered by this department, and whatever queries they make, and they are many, are answered in the fullest and most courteous way.

Of the papers on the list, 1,300 are German, 650 are French, 350 are Portuguese, 750 are Spanish, and the others are English, Italian, Danish, and Swedish. The English ones number 930. In the large room above the editorial department are men and women engaged in mailing the pamphlets printed in every language that has been named. Not only pamphlets, but every article bearing on the great event. There are 150,000 various documents on every conceivable topic touching the great exhibit in this department. The postage of this section of Major Handy's department amounts to over \$200 a week, and a good deal of the matter goes at second-class rates.

There is a room set aside in connection with the Publicity and Promotion Bureau for reporters and outside newspaper men who come to it for information. Every facility is afforded the press of the city and country for the accumulation of news concerning the Exposition. For the papers in Milwaukee and adjacent cities, special reports of the day's doings in all the departments are prepared and sent out. In addition to this, plate matter is prepared and sent out to that class of papers which use plate matter. In these plates are all the new cuts that have been made of grounds and buildings.

The statement having been made that few of the foreign countries have taken any interest in the coming Exposition, Mr. Dorr,

assistant to Major Handy, has had prepared a sheet of clippings from the foreign press, which embraces a list of papers printed in London, Liverpool, Manchester, Dublin, Plymouth, Dundee, Melbourne, Gibraltar, Frankfort-on-the-Main, Berlin, Hamburg, Munich, Bremen, Vienna, Berne, St. Petersburg, Luxemburg, Stockholm, City of Mexico, Milan, Constantinople, Havana, Guatemala, Panama, Paris, Evora in Portugal, and other cities, each of which shows the most intense interest in the World's Fair to be held in Chicago. This sheet of clippings, printed in all the languages mentioned in this article, has been scattered broadcast.

All employes whose salaries are over \$2,000 are paid monthly; those who receive \$2,000 and less are paid semi-monthly. The head of each department makes out his or her pay-roll. It is sent to Col. Davis, who certifies to it and sends it to President Baker or Vice-President Bryan, who passes upon it and then sends it to the auditor, from whose department it goes to the treasurer.

The business of the local directory is to raise money and erect buildings. Then there is what is called the Board of Control, which is commissioned by the National Commission. This committee passes upon all plans of buildings and all the details of the Fair. It is composed of President Palmer, J. M. McKenzie, E. B. Martindale, G. V. Massur, M. H. De Young, J. W. St. Clair, T. M. Waller and W. Lindsay. These gentlemen meet once a month and listen to the reports of Col. Davis, which embrace all the suggestions which that official has to communicate and all the reports which the heads of the various departments have made to him.

It is not too late to state that in the local directory there are thirteen standing committees. They locate buildings on the grounds and fix the price of admission to the same. In addition to these thirteen committees there is the executive committee. It is composed of the chairmen of the thirteen committees. To this executive committee is delegated a great deal of the business of the thirteen committees. The local directory meets once a month. The executive committee meets once a week.

An important committee is that on grounds and buildings. It meets every day except Wednesday and Saturday. It is to the department of Supervising Architect Burnham what the Com-

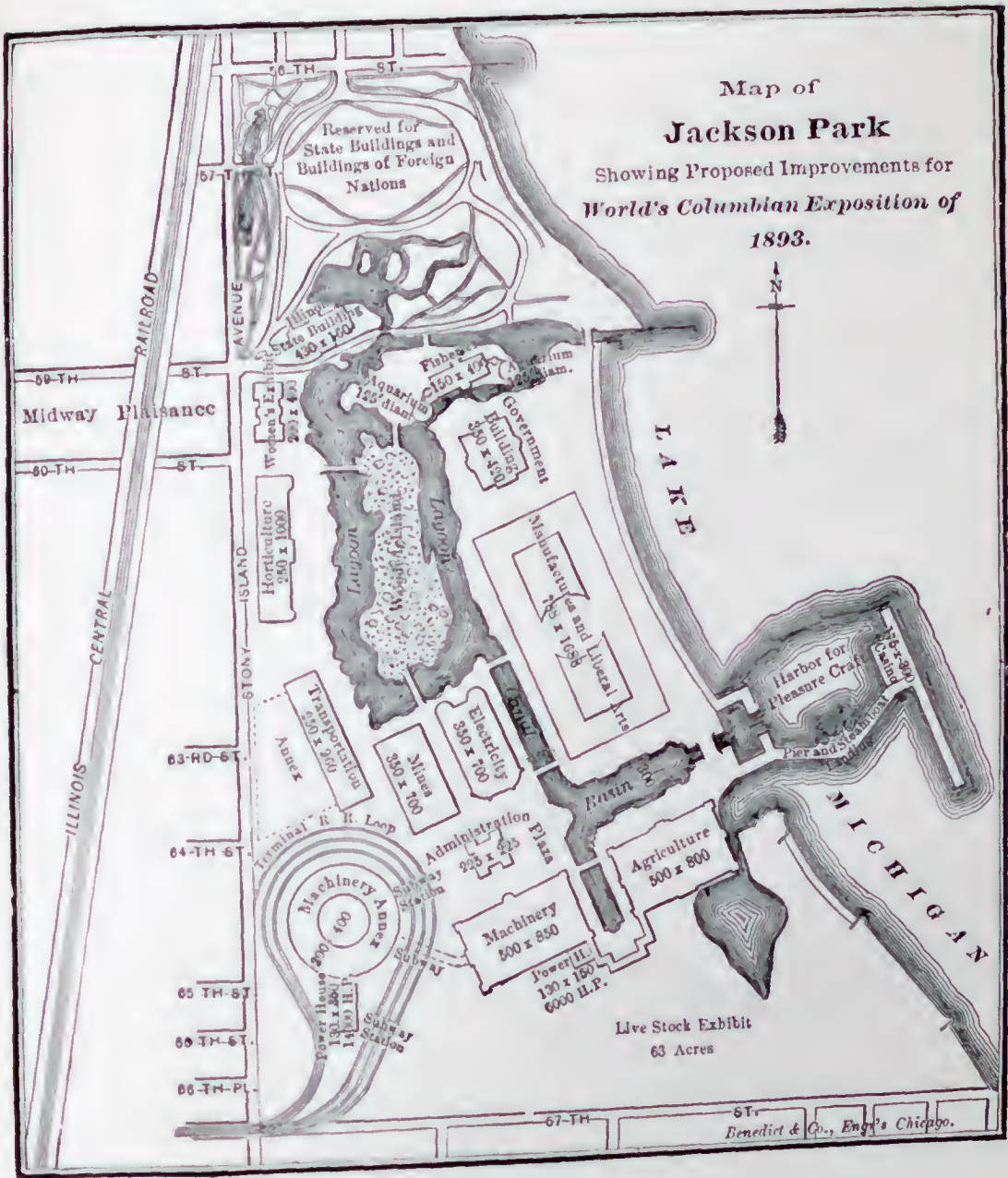
mittee of control is to Col. Davis. It passes on the appointments of Mr. Burnham, on the letting of all contracts, and on the business of expending any large sum of money, from \$8,000,000 to \$10,000,000. Mr. E. T. Jeffery is chairman of this committee. None of the chairmen of committees or committeemen get any pay as such. The president of the National Commission and his staff officers draw salaries. So do the officers of the local board, the treasurer, auditor, director-general and chairman of the Publicity and Promotion Bureau.

The committee of which Mr. H. N. Higinbotham is chairman is the Ways and Means. It meets twice a week. It is the committee which will have charge of the Bazaar of All Nations, in which each nation will erect a booth or house representing its business customs. To this committee must also come whosoever wishes to erect or get the privilege for any sort of stand on the grounds, from a peanut vender to the Parsee merchant. All the unique features of the Fair will be under the wing of Mr. Higinbotham's committee.

The committee, or, as it is known in the technique of the Fair people, the Bureau of Subscriptions, is under the management of Mr. Harmon E. Spruance. All delinquent subscribers are looked up by the employes of this committee. And to the same workers will be intrusted the labor of securing new subscriptions. It is calculated that not less than \$15,000,000 will have been expended in connection with the Fair by the time the gates are opened. Ten millions have been subscribed and collected. The general government has been asked to loan an additional \$5,000,000 and take the gate receipts for that amount, and there is every reason to believe the request will be granted. To this Committee on Subscriptions will fall the work of getting the other \$5,000,000.

The Bureau of Construction is under the care and supervision of Mr. D. H. Burnham, the architect. The quarters of this bureau are in the Rookery Building, occupying a portion of Mr. Burnham's rooms and all of the twelfth floor. Connected with the bureau are A. Gottlieb, chief engineer, and F. L. Olmsted & Co., landscape architects. It is the business of this department to lay out all grounds at Jackson Park; to build and construct the

Map of
Jackson Park
 Showing Proposed Improvements for
World's Columbian Exposition of
 1893.



67th St.
 Benedict & Co., Eng'rs Chicago.

island, which will remain forever afterward one of the attractive spots of Chicago. On the twelfth floor referred to all plans are being made for whatever buildings that are yet to be agreed upon. Under the direction of this bureau at the park are men whose duty it is to go over the grounds almost daily for the purpose of making whatever changes in the plans may have been agreed upon by Mr. Burnham's department. To the building temporarily erected at the park all engineers and others interested in that line go to consult Mr. Gottlieb, who has charge of the plans and specifications there.

Mr. Joseph Hirst is secretary of Installation. All applications for space are made to him. He makes a memoranda of the same and they are then referred to the heads of the department to which they belong. Mr. Hirst is in close and frequent communication, of course, with the director-general. His department is one of the busy and important ones of the general offices.

The work being done by the Board of Lady Managers is of a character which will tell and be appreciated by the public later on. It does not show upon its face. This department is under the attention of Mrs. Potter Palmer and occupies three rooms on the Adams Street front of the building. The board consists of 115 members. There are two managers from each State and Territory. At this Exposition every woman of this country and Europe will be given an opportunity to place her work conspicuously before the world. They will be represented by States and Nations. Whatever, for instance, the women of the State of Alabama have to offer will be reported to the managers from that State, who will communicate the same to Mrs. Palmer, who will make arrangements for the exhibit from that State. These lady managers in the various States and Territories are also interested in urging upon their respective localities all which can be of any possible benefit to the Fair as a whole. Some of the lady managers, for instance, did excellent work in their State Legislatures when the time came for such Legislatures to make appropriations for exhibits. This department is fully equipped for its work, and has a corps of women who are fully aware of the importance of the coming event. Many of the adjuncts to the various departments come from this one of Mrs. Palmer's. All

articles on fashion, women's work elsewhere touching the Fair, which appear in women's publications, are clipped by a lady who has had experience in newspaper work, arranged, and sent over to Maj. Handy. Translations from all literature across the water, where the same relates to the Fair, are made in this department.

There is a Board of Reference and Control composed of eight men from the National Commission and eight from the local directory. Before this combination of conservatism all disputes and questions connected with or arising out of the work of the Fair are submitted and the action of the board is final.

The last committee to be appointed was the Committee on Ceremonies, composed of members of the national and local boards. Its duties, so far as the Fair proper is concerned, have not yet been explicitly defined, but it will be called upon to do a great work before the Fair.

On the 12th day of October, 1892, next year, there will be an informal opening of all the buildings. There will be grand military and industrial parades, military and civic balls and many august ceremonies bearing on the voyage of Columbus and his discovery of America. All this will occur under the direction of the Committee on Ceremonies. The celebration will occupy three days. And then it will be some time before the World's Columbian Exposition proper will open. By that time Chicago will have become familiar with the ground and buildings.

The various departments occupied by the people who are making the World's Fair are furnished in business-like manner. The rooms of the chiefs are handsomely carpeted. Every employe in any clerical position has a cylinder desk and a revolving chair. The rooms give evidence of work being done in a business-like manner.

It cost Chicago \$90,674.97 to secure the World's Columbian Exposition. This preliminary fund was produced by an organization of which Mr. James W. Scott was chief and W. J. Onahan treasurer. They made a levy on the subscribers of the first \$5,000,000 worth of stock of 2 per cent., which proved ample funds to carry on the campaign and permitted the treasurer of the preliminary organization to turn a respectable amount of cash to the Treasurer of the permanent organization.

About nine million dollars have since been expended. The work on the grounds is going rapidly forward, and when, in 1893, the citizens of the world congregate in Chicago to celebrate the four-hundredth anniversary of the landing of Columbus in America, Jackson Park will have been transformed into a city as large as Vienna and as beautiful as Venice.



Hack, Cab and 'Bus Fares.

The traveler coming into Chicago on any train will be approached by one of Parmelee's agents with transfer checks for baggage. These he will give in exchange for your railroad checks, and your baggage will be transferred to any other depot or delivered at the hotel you may name within the old limits of the city. The legal charge for this is fifty cents for one trunk and twenty-five cents apiece for each additional piece of baggage. For fifty cents additional he will furnish you with a ticket of the omnibus line, which will transfer you to any depot, or to any one of the down-town hotels.

Uniformed agents are stationed in every depot whose duty it is to direct passengers to their destination. Outside of each depot are carriage, hack, hansom, cab and coupé stands. The fares of these conveyances are regulated by ordinance. To avoid difficulty the traveler should be particular to make arrangements with the driver before entering the vehicle. If an overcharge is demanded the fact should be reported to the police. The legal rates are as follows:

RATES OF CARRIAGE FARE.

For conveying one or two passengers from one railroad depot to another railroad depot.....	\$1.00
For conveying one or two passengers not exceeding one mile.....	1.00

For conveying one or two passengers any distance over one mile and less than two miles	\$1.50
For each additional passenger of the same party or family..	.50
For conveying one or two passengers in said city any distance exceeding two miles.....	2.00
For each additional passenger of the same family or party..	.50

For conveying children between five and fourteen years of age, half of the above price may be charged for like distances, but for children under five years of age no charge shall be made, *provided*, that the distance from any railroad depot, steamboat landing or hotel to any other railroad depot, steamboat landing or hotel, shall, in all cases, be estimated as not exceeding one mile.

For the use by day of any hackney coach, or other vehicle drawn by two horses or other animals, with one or more passengers, per day	\$8.00
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For the use of any such carriage or vehicle by the hour with one or more passengers, with the privilege of going from place to place and stopping as often as may be required, as follows:

For the first hour.....	\$2.00
For each additional hour or part of an hour	1.00

Every passenger shall be allowed to have conveyed upon such vehicle, without charge, his ordinary traveling baggage, not exceeding in any case one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight of baggage is over 100 pounds, if conveyed to any place within the city limits, the owner or driver shall be permitted to charge fifteen cents.

RATES OF COUPE FARE

The prices or rates of fare to be asked or demanded by the owners or drivers of cabs, or other vehicles drawn by one horse or other animal for the conveyance of passengers for hire, are as follows:

One mile or fraction thereof, for each passenger for the first mile	\$0.25
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One mile or fraction thereof, for any distance after first mile, for one or more passengers.....	.25
For the first hour.....	.75
For each quarter hour additional after first hour.....	.20

All such vehicles shall be under the direction of the passenger, from the time he or she call said vehicle until the same is discharged, and will be paid for accordingly.

In the case of a vehicle being engaged by the hour, and discharged at a distance from its stand, the owner or driver shall have the right to charge for the time necessary to return to such stand.

For service outside of city limits, and in the parks, for the first hour	\$1.00
For each quarter hour after the first hour.....	.25

Every passenger shall be allowed to have conveyed upon such vehicle, without charge, his ordinary traveling baggage, not exceeding in any case, one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight of baggage is over 100 pounds, if conveyed to any place within the city limits, the owner or driver shall be permitted to charge fifteen cents.

TABLE SHOWING THE DISTANCE FROM
CHICAGO TO PRINCIPAL CITIES.

CITIES.	Miles.	CITIES.	Miles.
Albany, N. Y.	821	Jackson, Mich.	210
Altoona, Pa.	585	Jacksonville, Fla.	1,171
Ashland, Wis.	434	Jersey City, N. J.	911
Atlanta, Ga.	853	Joliet, Ill.	40
Auburn, N. Y.	682	Kalamazoo, Mich.	142
Aurora, Ill.	45	Kansas City, Mo.	458
Baltimore, Md.	854	Keokuk, Ia.	338
Battle Creek, Mich.	175	Kokomo, Ind.	139
Bay City, Mich.	316	La Crosse, Wis.	277
Birmingham, Ala.	651	La Fayette, Ind.	120
Boston, Mass.	1,150	Lexington, Ky.	373
Buffalo, N. Y.	536	Lincoln, Nebr.	541
Burlington, Ia.	206	Logansport, Ind.	117
Butte City, Mont.	1,642	London, Ont.	397
Canton, Ohio.	367	Louisville, Ky.	318
Cedar Rapids, Ia.	219	Madison, Wis.	129
Chattanooga, Tenn.	593	Mansfield, O.	293
Cincinnati, O.	294	Memphis, Tenn.	544
Cleveland, O.	339	Milwaukee, Wis.	85
Columbus, O.	314	Minneapolis, Minn.	410
Concord, N. H.	1,096	Mobile, Ala.	860
City of Mexico.	2,600	Montgomery, Ala.	747
Council Bluffs, Ia.	488	Montreal, Can.	842
Davenport, Ia.	183	Nashville, Tenn.	442
Dayton, O.	265	Newark, O.	347
Denver, Colo.	1,025	Newark, N. J.	903
Des Moines, Iowa.	358	New Albany, Ind.	317
Detroit, Mich.	285	New Haven, Conn.	988
Dubuque, Ia.	172	New Orleans, La.	915
Duluth, Minn.	505	New York, N. Y.	911
Eau Claire, Wis.	312	Oil City, Pa.	497
Elgin, Ill.	36	Omaha, Nebr.	492
Elizabeth, N. J.	898	Oshkosh, Wis.	156
Elmira, N. Y.	697	Patterson, N. J.	954
Evansville, Ind.	287	Pekin, Ill.	160
Fargo, N. Dak.	718	Peoria, Ill.	160
Ft. Wayne, Ind.	152	Philadelphia, Pa.	822
Hannibal, Mo.	313	Pittsburg, Pa.	539
Hamilton, O.	269	Port Huron, Mich.	335
Hamilton, Ont.	473	Portland, Me.	1,255
Helena, Mont.	1,569	Providence, R. I.	1,095
Hot Springs, Ark.	777	Pueblo, Col.	1,153
Indianapolis, Ind.	184	Quebec, Can.	1,009

CITIES.	Miles.	CITIES.	Miles.
Quincy, Ill.....	263	St. Louis, Mo.....	282
Racine, Wis.....	62	St. Paul, Minn.....	399
Richmond, Ind.....	224	Steubenville, O.....	464
Rochester, N. Y.....	604	Syracuse, N. Y.....	684
Rockford, Ill.....	83	Terre Haute, Ind.....	178
Rock Island, Ill.....	181	Toledo, O.....	243
Salt Lake City, Utah.....	1,806	Topeka, Kans.....	559
Saginaw, Mich.....	303	Troy, N. Y.....	840
San Antonio, Tex.....	988	Utica, N. Y.....	733
San Francisco, Cal.....	2,450	Vancouver, B. C.....	2,350
Sandusky, O.....	291	Vicksburgh, Miss.....	776
Santa Fe, N. Mex.....	853	Washington, D. C.....	811
Scranton, Pa.....	813	Watertown, N. Y.....	751
Sioux City, Ia.....	515	Winona, Minn.....	297
Sioux Falls, S. Dak.....	631	Wheeling, W. Va.....	468
South Bend, Ind.....	86	Worcester, Mass.....	985
Springfield, Ill.....	185	Youngstown, O.....	473
Springfield, Mass.....	931	Zanesville, O.....	385
St. Joseph, Mo.....	469		

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